

Steve
Novick
Commissioner

Leah Treat
Director

STAFF REPORT AND RECOMMENDATION TO THE PLANNING COMMISSION

FILE NUMBER: R/W #7651

COMMISSION MEETING TO BE HELD 12:30 PM, MARCH 11, 2014

1900 SW 4TH BUILDING, 2ND FLOOR, ROOM 2500 A

I. GENERAL INFORMATION

Street Vacation Request:	A portion of SE Grand between SE Hawthorne Blvd. and SE Madison St.
Petitioner:	Street vacation initiated jointly by the City of Portland and Multnomah County. The City contact is Kathryn Levine, 503-823-7085, and the County contact is Courtney Lords, 503-988-3138.
Purpose:	Purpose is to vacate a 13.5 inch-wide portion of SE Grand that is encroached upon by an existing building.
Neighborhood:	Buckman Community Association Matthew Kirkpatrick, Land Use/Planning Committee Chair C/O Southeast Uplift Neighborhood Program 3534 SE Main St. Portland, OR 97214 503-228-9868 Southeast Uplift Neighborhood Program Bob Kellett, Neighborhood Land Use Program Manager 3534 SE Main St. Portland, OR 97214 bob@southeastuplift.com 503-232-0010 x312
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Designation/Zone: EXd, Central Employment with a Design overlay zone.

II. FACTS

A. History and Background

SE Grand Ave. was previously under ODOT jurisdiction and was transferred to the City within the last few years. Later, the City became aware of a lease that ODOT had with Multnomah County for their building that encroaches into the public right-of-way. ODOT terminated the lease when they transferred jurisdiction of the street to the City. Rather than enter into a lease with Multnomah County, the City agreed to support the vacation of the portion of the street that the building encroaches into, in exchange for the County dedicating property needed for the Portland Streetcar Loop Project.

B. Concurrent land use actions

There are no concurrent land use actions.

C. The Transportation Element

The proposed street vacation site is part of the Central City Transportation Management Plan, a component of the Transportation System Plan. No policies relate to the site or the street vacation request.

SE Grand Avenue is classified as a Major City Traffic Street, a Major Transit Priority Street, a City Bikeway, a Central City Transit/Pedestrian Street, a Freight District Street, a Regional Main Street, and a Major Emergency Response Street.

D. Neighborhood Plan

The proposed vacation area lies within the Central City Plan District – Central Eastside Subdistrict. The Central City Plan was adopted by City Council in March 1988. Policy 4 of the Central City Plan addresses transportation issues and goals. This policy states its goal as being to “improve the Central City's accessibility to the rest of the region and its ability to accommodate growth, by extending the light rail system and by maintaining and improving other forms of transit and the street and highway system, while preserving and enhancing the City's livability.” The proposed street vacation area is not in conflict with the goals or elements of the Central City Plan policies.

III. FINDINGS

A. Comprehensive Plan Goals and Policies Consideration

The relevant policies of the Comprehensive Plan are:

Policy 6.20 Connectivity states:

Support development of an interconnected, multimodal transportation system to serve mixed-use areas, residential neighborhoods, and other activity centers.

Comment: The proposal will vacate a portion of right-of-way currently occupied by a building in an area with a complete street grid. This policy is met.

Policy 6.21 Right-of-Way Opportunities states:

Preserve existing rights-of-way unless there is no existing or future need for them, established street patterns will not be significantly interrupted, and the functional purposes of nearby streets will be maintained.

Comment: SE Grand at the location of the proposed vacation is fully improved to City standards. The proposed vacation will have no impact on the transportation function of any nearby street. This policy is met.

Policy 8.14 Natural Resources, Objective I. States:

Consideration of Scenic Resources in Street Vacations. Require the preservation and maintenance of existing and potential view corridors and view points when approving street vacations. Require view easements within or near street vacations where access to viewpoints or view corridors is desired.

Comment: There are no scenic resources related to this site or street vacation. This policy is met.

Policy 11.11 Street Plans, Objectives D. and E. state:

D. Provide full street connections with spacing of no more than 530 feet between connections, except where prevented by barriers such as topography, railroads, freeways, or environmental constraints.

E. Provide bike and pedestrian connections at approximately 330-foot intervals on public easements or rights-of-way when full street connections are not possible, except where prevented by barriers such as topography, railroads, freeways, or environmental constraints.

Comment: The proposal will vacate a portion of right-of-way currently occupied by a building in an area with a complete street grid. This policy is met.

Policy 12.4 Provide for Pedestrians, Objective G. states:

Retain rights for pedestrian access and circulation when considering requests for street vacations. Preserve existing pedestrian routes and protect routes needed by pedestrians in the future. Ensure that street vacations do not reduce access to light and air or the intimate scale that is so much a part of Portland's character.

Comment: The right-of-way proposed for vacation is occupied by an existing building, adjacent to a 12-foot sidewalk. This policy is met.

B. Neighborhood Plan considerations

There are no neighborhood issues with this vacation.

C. Zoning Code considerations

There are no zoning issues.

D. Subdivision code considerations

There are no sub-division issues.

E. Improvement considerations

Notification of the proposed vacation was sent to relevant public and private entities that may own or maintain physical improvements within the public right-of-way.

The following divisions within the Bureau of Transportation have no objection to the proposed vacation: Development Review, Planning, Active Transportation, Permit Engineering, Systems Management, Street Lighting, Capital Project Management, Bridges and Structures.

The following City bureaus have no objection to the proposed vacation: Bureau of Development Services, Bureau of Environmental Services, Water Bureau, Fire Bureau, Bureau of Parks and Recreation, Urban Forestry Division.

The following local agencies have no objection to the proposed vacation: Oregon Department of Transportation, Port of Portland, TriMet.

The following public utilities have no objection to the proposed vacation:
Portland General Electric, Pacific Power and Light, CenturyLink, Northwest
Natural, Comcast Cable.

F. Other Considerations

Neighborhood issues.

The Buckman Community Association and Southeast Uplift Neighborhood Program were notified of the street vacation process and request. No objections to the proposal were submitted.

IV. CONCLUSIONS

Based on the above analysis, Portland Bureau of Transportation states that the right-of-way is not needed to provide future facilities. Additionally, approval of the street vacation will not affect the functional performance of the street system in the area.

V. STAFF RECOMMENDATION

It is recommended that the street vacation be approved as submitted.

The Portland Bureau of Transportation staff may revise this recommendation upon receipt of new information at any time prior to the Planning Commission's recommendation.

VI. EXHIBITS

1. Area Proposed for Vacation

Staff Planner – Grant Morehead, AICP
Phone: 503-823-9707
Email: grant.morehead@portlandoregon.gov

cc: Lance Lindahl, Right-of-Way Case Manager
Matthew Kirkpatrick, Buckman Community Association
Bob Kellett, Southeast Uplift Neighborhood Program
Case File

Exhibit 1:

Map of area surrounding the proposed vacation

