

PBOT

PORTLAND BUREAU OF TRANSPORTATION

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Steve Novick Commissioner Leah Treat Director

STAFF REPORT AND RECOMMENDATION TO THE PLANNING AND SUSTAINABILITY COMMISSION

FILE NUMBER: R/W #7900

COMMISSION MEETING TO BE HELD JANUARY 12, 2016 12:30 PM
1900 SW 4TH BUILDING, 2ND FLOOR, ROOM 2500 A

I. GENERAL INFORMATION

- Street Vacation Request:** R/W #7900, NE Alderwood Drive north of NE Alderwood Road
- Petitioner:** Trammel Crow Company; contact is Thatch Moyle (503-419-2520)
- Purpose:** The purpose of the proposed vacation is to assemble the requested street area to the adjoining property located to the west of the right-of-way.
- Neighborhood:** Cully; contact is David Sweet, Land Use Chair (503-493-9434; cullyguy@gmail.com). Central Northeast Neighbors; contact is Jo Shaefer (503-288-0832; jaschaef@comcast.net)
- Quarter Sections:** 2338
- Designation/Zone:** The eastern half is ME/EG2 (Mixed Employment/General Industrial 2). The western half is IS/IG1 (Industrial Sanctuary/General Industrial 1). The entire area has *h* (Aircraft Landing) and *x* (Portland International Airport Noise Impact) Overlay Zones, and is within the Portland International Airport Plan District.



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II. FACTS

A. History and Background

The Petitioner has requested the proposed vacation to allow for additional developable area to be added to the lot located to the west of the right-of-way. This additional area will allow the site to accommodate a larger industrial user consistent with the needs articulated within the City of Portland Economic Opportunity Analysis and studies conducted by Metro and the Columbia Corridor Association.

B. Concurrent Land Use Actions

There are no land use actions that are concurrent with this street vacation request.

C. The Transportation Element

NE Alderwood Drive is classified as a Local Service Traffic Street, Local Service Transit Street, Local Service Bikeway, Local Service Pedestrian Street, Freight District Street, Minor Emergency Response Street, and Local Design Street in the transportation element of the Comprehensive Plan.

D. Neighborhood Plan

The Cully Neighborhood Plan (1992) contains Objective 7A-4: “Support the retention and expansion of existing businesses and employment opportunities and encourage new commercial uses which provide goods and services to the local residents and industrial activities to locate in appropriately zoned areas.” This vacation is intended to maximize a developable parcel for an industrial/employment use.

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: NE Alderwood Drive at this location is completely unimproved and not open to general traffic. Access to properties within the area is provided by NE Cornfoot Road and NE Alderwood Road.

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: NE Alderwood Drive at this location is completely unimproved and not open to general traffic. Vacating this right-of-way will have no impact on the surrounding street network.

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: No existing or potential view corridors have been identified in the review of the street vacation request.

Policy 11.11 Street Plans, Objectives D, E and N 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.
- N. Preserve street connectivity in areas of the City that meet the standards of this policy and its objective as shown on Maps 11.11.9 through 11.11.16.

Comment: Per Objective D, the right-of-way dead ends at the Columbia Slough to the north. At the southern end, it is approximately 200 feet from the intersection of NE Alderwood Road and NE Cornfoot Road.

Per Objective E, bicycle and pedestrian connectivity and access will remain on NE Cornfoot and NE Alderwood Roads.

Per Objective N, the area of the proposed vacation is shown on Central City Map 11.11.9 as excluded from the street spacing standard, due to IG1 zoning.

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: Existing pedestrian access will be retained if this vacation request is approved.

B. Neighborhood Plan Considerations

Comment: The proposed vacation is intended to support industrial development within an existing industrial and employment zone, which is generally consistent with the Cully Neighborhood Plan.

C. Other Relevant Comprehensive Plan Policies (and/or Plans)

Comment: There are no other Comprehensive Plan policies or policies from other adopted plans that are relevant to this request.

D. Zoning Code Considerations

Other zoning code designations that could apply and that should be considered during review of a street vacation request include environmental zoning or designation as a recreational greenway trail.

Comment: There are no zoning code considerations.

E. Subdivision Code Considerations

Notice of this street vacation request was provided to the Bureau of Development Services (BDS) to determine if there are any relevant impacts to

consider related to future subdivision of property in the area. BDS responded with no objection.

F. Improvement and Utility Considerations

The street vacation request was reviewed by PBOT for conformance with standards for street improvements. The following conditions will be required:

- The ADA ramp, driveway approach, and crosswalk on NE Alderwood Road shall be removed and the sidewalk reconstructed with a vertical curb matching the adjacent sidewalk corridor configuration. A street tree shall be added, and crosswalk signage shall be returned to PBOT Maintenance.

Other public agencies, public and private utilities were notified of this street vacation request.

- The Bureau of Environmental Services responded with no objection.
- The Portland Water Bureau responded with no objection.
- Portland Fire and Rescue responded with no objection.
- Urban Forestry responded with no objection.
- Portland Parks and Recreation responded with no objection.
- The Bureau of Technology Services responded with no objection.
- ODOT was notified but did not respond.
- The Port of Portland responded with no objection.
- TriMet was notified but did not respond.
- The Multnomah County Drainage District requires a 20-foot wide Flood Control Right-of-Way and Access Easement from NE Alderwood Road and/or NE Cornfoot Road to the McBride Slough.
- PGE was notified but did not respond.
- Pacific Power has facilities in the area and requires an easement.
- CenturyLink responded with no objection.
- Northwest Natural responded with no objection.
- Comcast was notified of the proposed vacation but did not respond.

G. Neighborhood Issues

Notice of this street vacation request was provided to the Cully Neighborhood Association and Central Northeast Neighbors. No responses were received.

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. TENTATIVE STAFF RECOMMENDATION

The staff recommendation is **approval** of the vacation of the area as shown on Exhibit 1, **with conditions**:

- Prior to recording the street vacation ordinance, the Petitioner shall comply with all conditions set forth in Section III.F above.

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

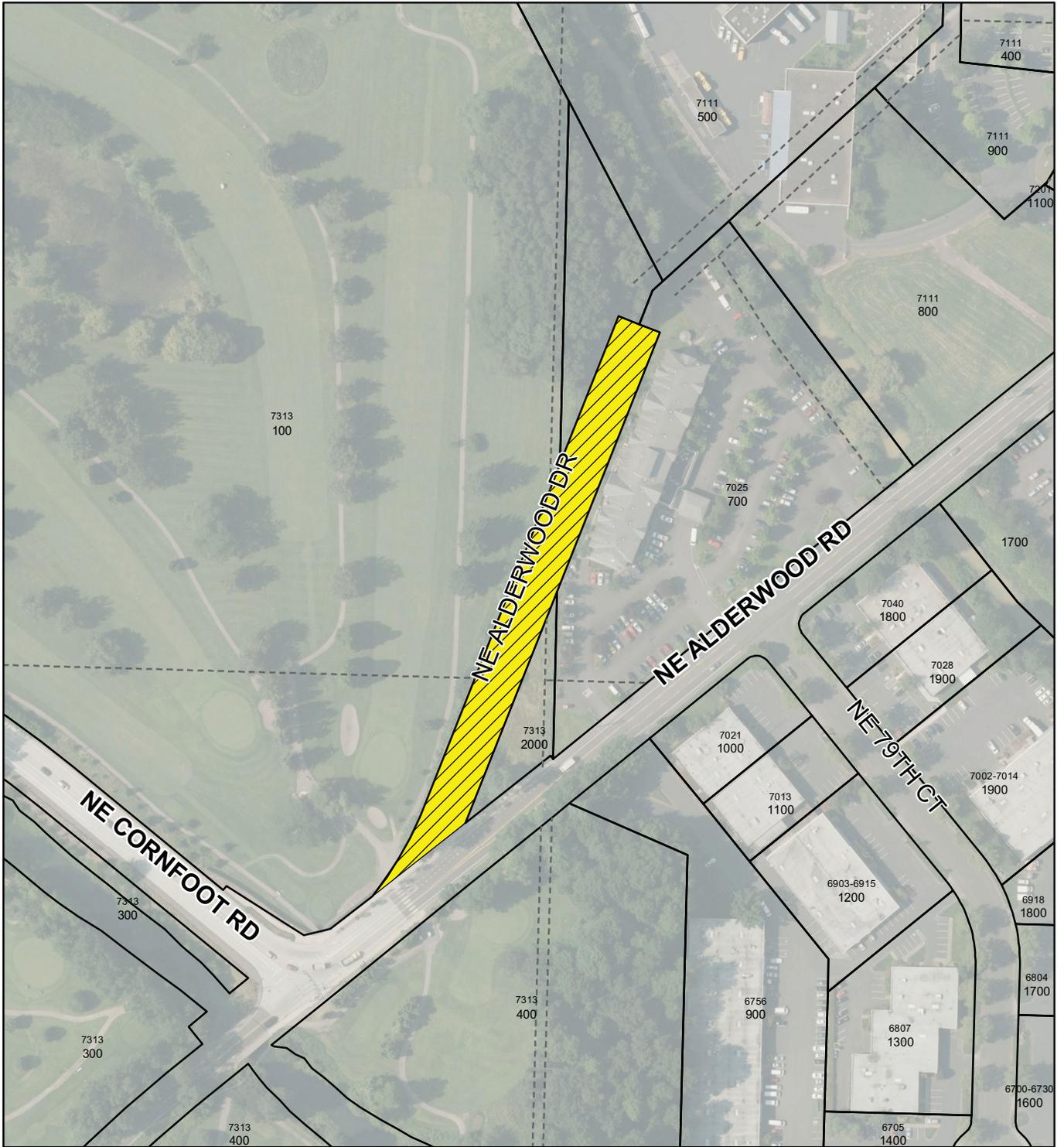
VI. EXHIBITS

1. Area proposed for vacation
2. Northwest-facing view of area proposed for vacation

Bureau of Transportation Staff Planner
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cc:
Lance Lindahl, Right-of-Way Case Manager
Case File

Exhibit 1



NE Alderwood Drive north of NE Alderwood Road

Petitioner: Trammel Crow Company

 Area proposed for vacation

State ID: 1N2E17



1 in = 200 ft

Exhibit 2

