

PDC

PORTLAND DEVELOPMENT COMMISSION

DATE: August 12, 2009

TO: Board of Commissioners

FROM: Bruce A. Warner, Executive Director

SUBJECT: Report Number 09-93
South Waterfront North District and Street Plan Amendment Briefing

EXECUTIVE SUMMARY

BOARD ACTION REQUESTED

None – information only.

SUMMARY

Changes to the existing *South Waterfront Street Plan, Criteria and Standards* (updated October 2007) are proposed. This briefing provides an overview of the recently completed South Waterfront North District Partnership (ND Partnership) process. This briefing also provides the opportunity for the Portland Development Commission (PDC) Board of Commissioners (Board) to provide input regarding the proposed Street Plan changes. However, no action is required by the Board. The Street Plan Amendment will go before Portland City Council in August for approval.

BACKGROUND

The North District of South Waterfront is generally the underdeveloped land area bound by the Marquam Bridge, the Willamette River, Gibbs Street, and I-5 (Attachment A). Within this area, the Oregon Health & Science University (OHSU) is currently completing master planning efforts for its Schnitzer campus, and the remaining property owners in the North District, ZRZ and GHS LLC (3030 SW Moody), have initiated or will shortly, master planning efforts for their respective properties. Property ownership within the North District is shown on Attachment B.

The final recommendation of the South Corridor: Portland to Milwaukie Light Rail Willamette River Crossing Partnership (WRCP) anticipated that the finished development elevation of the North District of South Waterfront could be increased throughout the planned OHSU North District campus, along the Light Rail Transit (LRT) alignment and portions of adjacent properties. The increase in elevation has impacts to public infrastructure needs within each project area, and also within transition areas adjacent to adjoining properties and the remainder of the district

North District Partnership Approach

As contemplated by the WRCP, and as a next step in moving plans for the North District forward, the City of Portland (City) invited property owners in the North District and relevant city and regional agencies with a vested interest in the North District, the ND Partnership, to discuss

and resolve a range of issues that arise from current, or future, master planning efforts and the WRCP's recommendations.

ND Partnership participants included City Bureau Directors (PDC, Portland Bureau of Transportation, Bureau of Planning & Sustainability, Bureau of Environmental Services, Portland Parks & Recreation, and Bureau of Development Services), North District property owners (OHSU, ZRZ, and GHS), TriMet, and Portland Streetcar Inc.

The series of ND Partnership meetings began in November 2008 and concluded in April 2009. A total of five partnership meetings were held, along with a multi-day design workshop mid-way through the process. The meetings focused on reviewing future and existing plans and resolving issues related to the phasing of development, required infrastructure and parks improvements, transitions between parcels and proposed uses, and coordinated permitting approaches. More specifically, those issues involved determining:

- The final location and cross-section of north/south and east/west streets.
- Proposed finished grade of streets.
- Phasing of infrastructure construction.
- Park and open space needs.
- Conformance of proposed improvements with Title 33 of the Portland Zoning Code and other South Waterfront development requirements and criteria (this is a next step).
- Cost-sharing of infrastructure build-out, including the proposed grade change of North District infrastructure.

ND Partnership Outcomes

Areas of Consensus: The ND Partnership was able to reach a consensus on several issues related to the street system plan and project phasing and funding:

- Street System Plan: The ND Partnership created an overall street plan for the district that will serve as the foundation of the Transportation System Plan Amendments. The ND Partnership also agreed that the elevation for the LRT alignment on Porter Avenue will be raised to a level consistent with the WRCP findings¹.
- Street System Phasing & Phase I Funding: The ND Partnership reviewed a funding matrix proposed by the City. The ND Partnership agreed that implementation of the entire street network is not possible due to funding limitations on both the public and private side. Phasing in the district was divided into Phase 1A, Phase 1B, and Phase 2. The ND Partnership agreed that funding for Phase 1A needs to be pursued in the near term to address the improvements to Moody (North) Avenue, Porter Street, and the Streetcar. The City, PDC, and others will support securing the state, federal, and local funds to complete the necessary improvements. Should the City be unsuccessful in securing the proposed federal and state funds, the ND Partnership, or a sub-set of the group, will need to reconvene to discuss other funding options.

Areas Where Consensus Was Not Achieved: The ND Partnership was unable to reach a consensus on the following:

¹ TriMet will determine the actual elevation based upon further engineering and consultation with the property owners and submit their work to the City for its review and approval in the Engineering Analysis Report.

- North District active-use park: Location, size, and cost-responsibilities for the North District active-use park. Previous plans have shown this park under the Ross Island Bridge. As such, the plans included as context for the Street Plan Amendment continue to show a park in this location. (Attachment C).
- Guiding Principles: Some ND Partnership members did not support this document that led to the City's development of the proposed funding matrix.
- Street System Funding Phase 1B and 2: Phase 1B and 2 will need to be discussed at a later date as the property owners move closer to development.

Street Plan Update

Through the ND Partnership discussions, changes to the existing street plan as outlined in the *South Waterfront District Street Plan, Criteria and Standards* (updated October 2007) are now proposed. In addition to laying out the conceptual street plan, this document also identifies right-of-way widths, street classifications, standard street cross sections, street trees and landscapes, street tree locations, street lighting, and public right-of-way performance criteria and standards.

Following are the major changes proposed to the *South Waterfront District Street Plan, Criteria and Standards* (updated October 2007):

- Extension of the Moody / Bond couplet between SW Gibbs St. and the Marquam Bridge.
- Truncated River Parkway at SW Woods St.
- Reconfigured east-west streets between proposed Moody / Bond couplet from SW Gibbs St. to the Marquam Bridge.
- Increased right-of-way width for SW Porter St. and SW Moody Ave.
- Reconfigured cross-section along SW Moody Ave. to allow for light rail, two-way streetcar, cycle track, and vehicular movements.
- Updated street lighting locations to accommodate streetcar alignment.

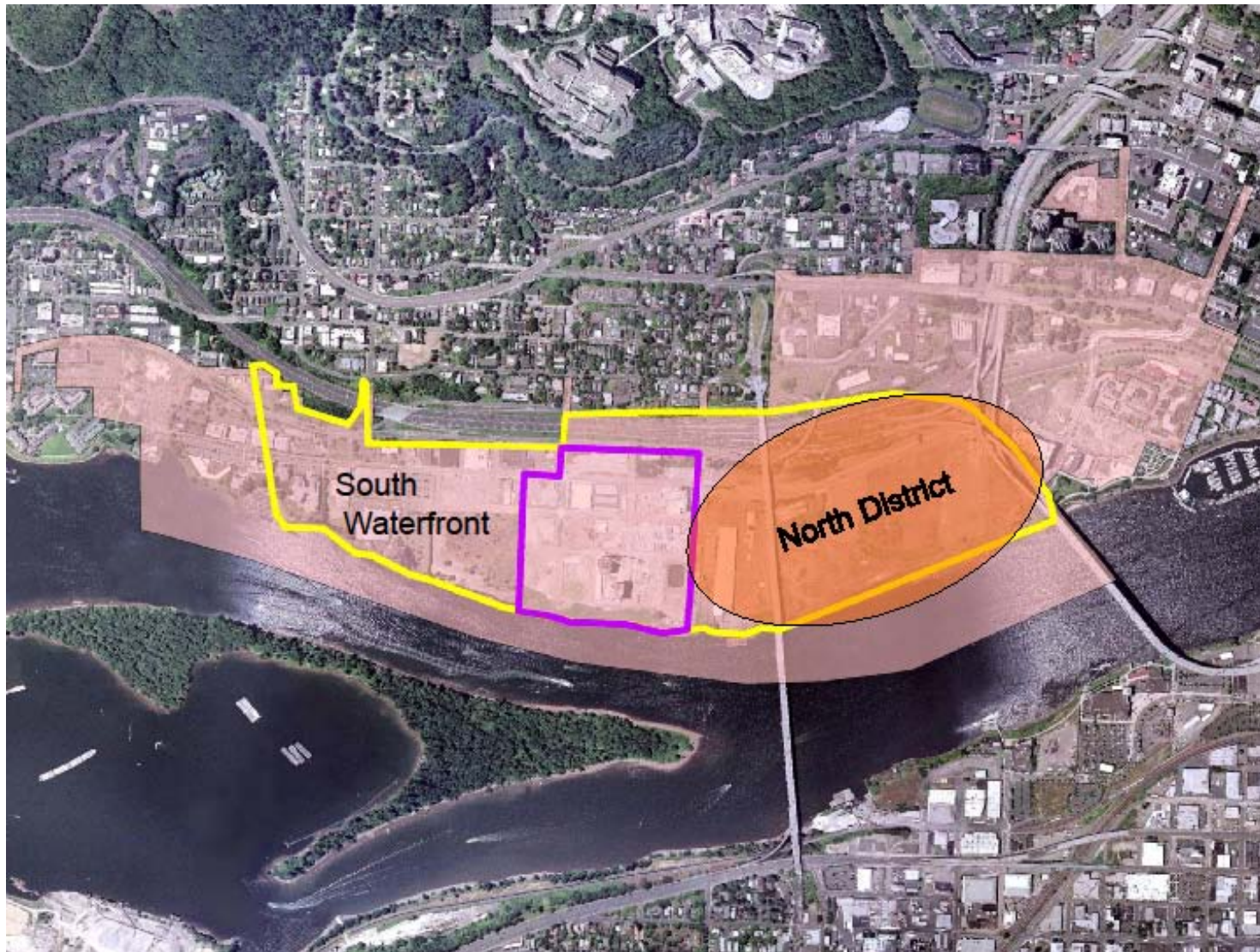
The Street Plan Amendment process has been initiated with extensive public outreach including briefings before the Design Commission and Planning Commission, this PDC briefing, an Open House, and various neighborhood organization presentations.

The existing and proposed Concept Street Plan maps are attached. See Attachments D and E.

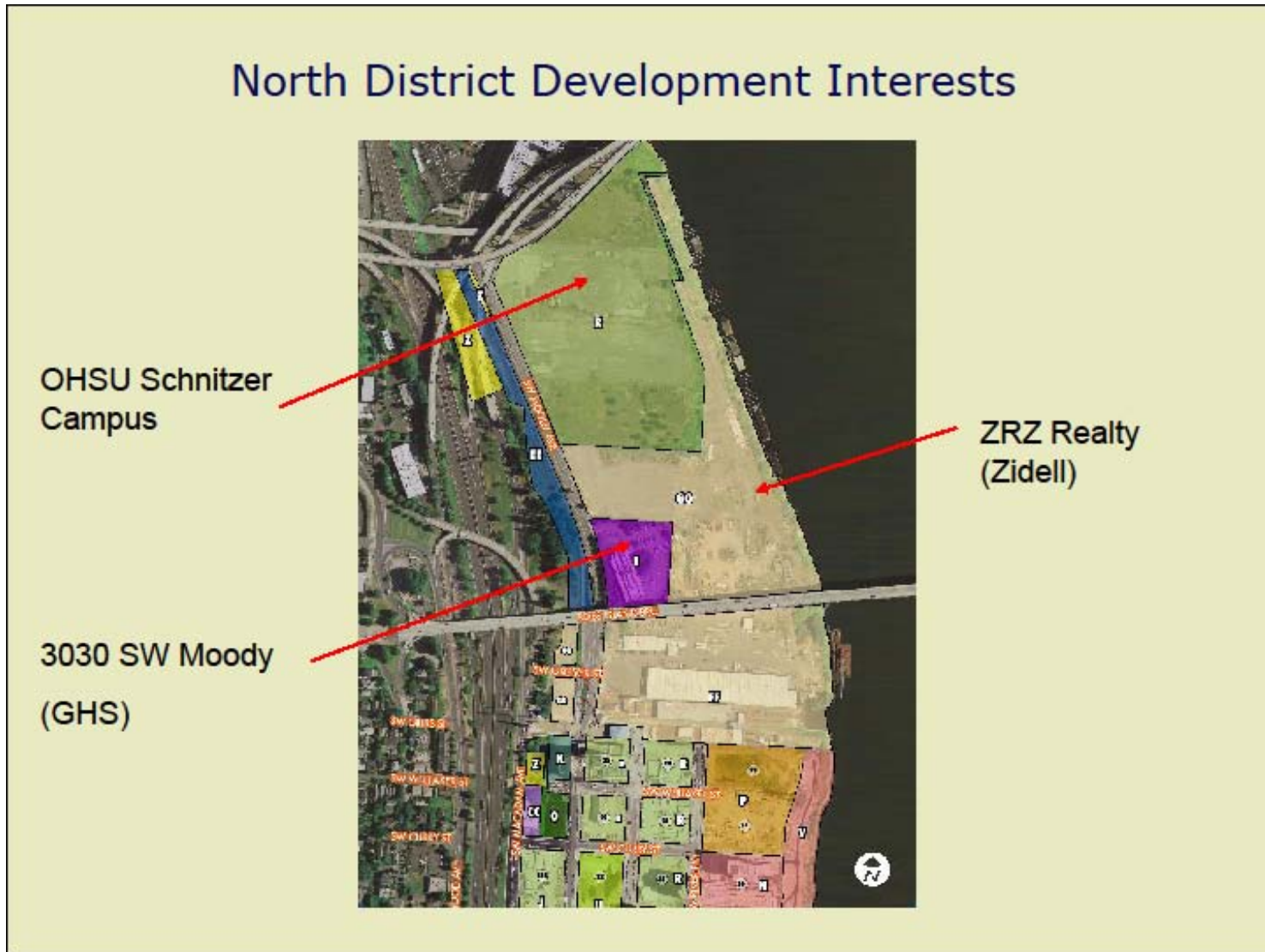
ATTACHMENTS:

- A. North District Location Map
- B. North District Property Ownership
- C. South Waterfront District Greenway & Parks Concept Map
- D. 2007 Street Plan
- E. Proposed 2009 Concept Street Plan


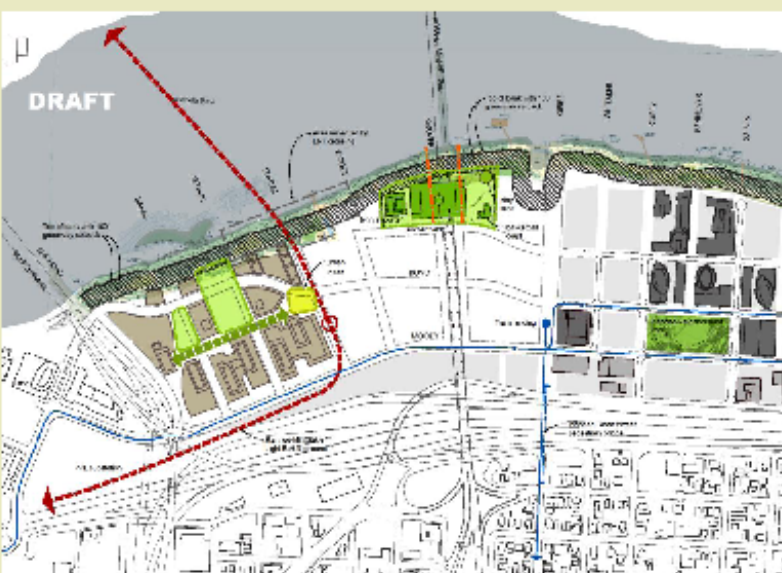
A. North District Location Map



B. North District Property Ownership

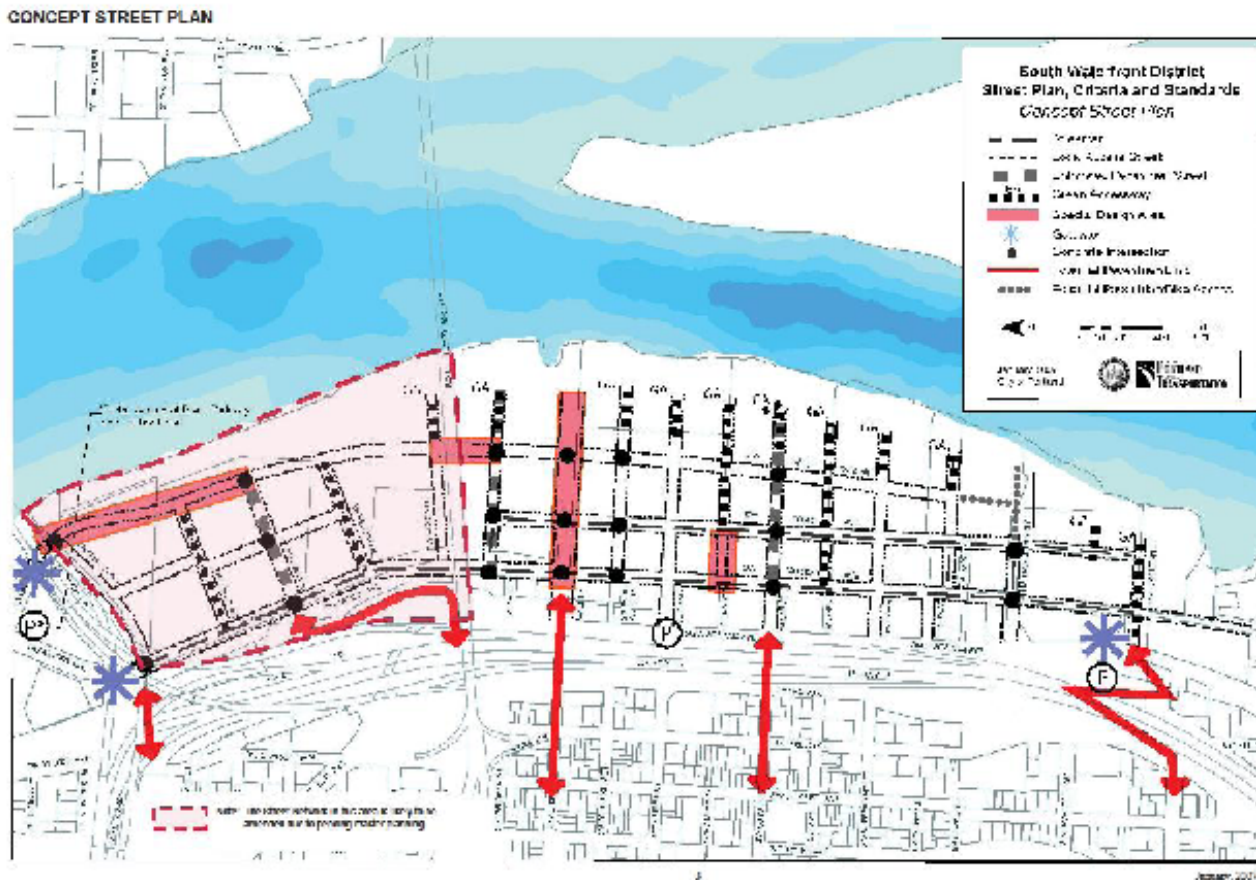


C. South Waterfront District Greenway & Parks Concept Map

2006		Concept Plan
2009		South Waterfront District Parks/ Planning open space analysis

D. 2007 Street Plan

Street Plan - 2007



E. Proposed 2009 Concept Street Plan

Street Plan 2009 Amendment

