
Appendix B. Reasonably Foreseeable Future Actions

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Memo

Date: Monday, January 7, 2019

Project: I5 Rose Quarter Improvement Project

To: Meagan Channel (ODOT), Jeff Buckland (ODOT)

From: Louise Kling (AECOM), Jan Aarts (AECOM), James Gregory (HDR)

Subject: **I-5 Rose Quarter Improvement Project – Reasonably Foreseeable Future Actions for Cumulative Impacts Analysis**

Standard Approach to Reasonably Foreseeable Future Actions

To support the analysis of cumulative impacts for the I-5 Rose Quarter Improvement Project, Oregon Department of Transportation (ODOT) reviewed adopted plans and policies and consulted with the Federal Highway Administration (FHWA), City of Portland (City), and Metro to determine the reasonably foreseeable future actions (RFFAs) to be considered in the cumulative impacts analysis. ODOT considered planned and programmed projects in the Project Area and surrounding areas that are likely to be implemented by 2045 to be reasonably foreseeable. ODOT used information provided by the City (including the bureaus of Transportation and Environmental Services) and Metro to identify other actions that are reasonably foreseeable and should be considered in the cumulative impacts analysis.¹ Planning documents reviewed included the following:

- City of Portland Comprehensive Plan (adopted June 2016)
- Central City 2035 N/NE Quadrant Plan (adopted October 2015)
- N/NE Quadrant and Broadway/Weidler Plans Project Environmental Baseline Report (May 2011)
- I-5: Broadway/Weidler Interchange Facilities Plan (adopted December 2012)
- Metro 2014 Urban Growth Report: Investing in Our Communities 2015-2035 (Revised draft 2014)

Based on the review of planning documents and consultation with the City,² the following actions were identified as RFFAs. These actions include infrastructure maintenance and upgrades as well as urban redevelopment projects that are public-private partnerships.

- City-owned parcels proposed for redevelopment:

¹ The Environmental Protection Agency's Consideration of Cumulative Impacts In EPA Review of NEPA Documents (EPA 1999) states that "... analysis should ... incorporate information based on the planning documents of other federal agencies, and state and local governments."

² Teresa Boyle, City of Portland Bureau of Transportation, email message to Megan Channel, December 15, 2017.

- East/West parking garages, planned to be replaced, reconfigured, or support development above the existing structures
- Benton surface parking lot
- Phase II Entertainment Lot, which is a 19,000-square-foot development site at the southern tip of the Rose Quarter near the intersection of Interstate and Multnomah
- In addition to proposed new public/private redevelopment on these sites, improvements to the arenas (Veterans Memorial Coliseum and Moda Center) are reasonably foreseeable. Major reconfigurations are planned for the Annex lot and Annex building (where Dr. Jack's, Rebound Clinic, and the Blazers Offices are presently located) and the Veterans Memorial Coliseum Plaza.
- Private redevelopment is reasonably foreseeable between now and 2045 on a number of other sites in the area including, but not necessarily limited to, the following:
 - The Vulcan/Thunderbird site on the west side of N Interstate
 - The Weston-owned site at the corner of N Larrabee and N Broadway
- Beyond the public and/or private development projects described above, the following public entities plan to undertake improvement projects within the area between now and 2045:
 - Portland Water Bureau (maintenance/upgrades to their Interstate facility)
 - TriMet (planned Rose Quarter Transit Center improvements/changes)
 - Metro/Oregon Convention Center (OCC) – actions include Hyatt OCC Hotel and Metro Regional Center)
 - Portland Public Schools (maintenance and upgrades to Blanchard Complex and Tubman School)
 - Multnomah County (planned Broadway and Burnside bridge projects)

Resources with Modified Approaches to Reasonably Foreseeable Future Actions

The above list of RFFAs describes the approach used for the majority of resource areas. However, the evaluation of the land use and transportation impacts of the Project is largely cumulative in nature. For land use, the analysis of the Build and No Build Alternatives considers land use outcome described in the TSP, the City's zoning code (which implements the comprehensive plan), and the Adopted Central City 2035 Plan. Therefore, the City of Portland has already considered and provided for potential cumulative land use impacts of the Build Alternative.

Likewise, for transportation, the forecast of the performance and operation of the highway and local transportation system is based on Metro's regional travel demand model and on analysis tools that rely on the regional model data projected to the year 2040. The travel demand model

is built on population and employment growth forecasts adopted by the Metro Council and the financially constrained project list included in the RTP (Metro 2014). These growth forecasts and planned transportation projects incorporate the reasonably foreseeable future growth and major actions that would potentially impact transportation operations in the API. Consequently, these reasonably foreseeable future actions are analyzed as part of the Build Alternative for any resources that rely on traffic demand models: Air Quality, Climate Change, Active Transportation, Transportation Safety, Traffic, and Transit.

REASONABLY FORESEEABLE FUTURE ACTIONS COMPARISON

Date: Tuesday June 15, 2022

Project: K19071 I-5 Rose Quarter Improvement Project

To: Steve Drahota

From: Brian Bauman

Subject: Reasonably Foreseeable Future Actions Comparison

1.0 INTRODUCTION

Reasonably Foreseeable Future Actions (RFFAs) having the potential to contribute to a cumulative effect with the Build Alternative for the I-5 Rose Quarter Improvement Project (Project) were identified in 2019 technical reports supporting the Project's Environmental Assessment (EA) and the Finding of No Significant Impact (FONSI) and Revised EA. The purpose of this memo is to review the RFFAs documented in the 2019 technical reports and update them based on changes in plans for future development in the Project vicinity. The updated RFFAs presented herein are used in the assessment of cumulative environmental effects of the Project's Revised Build Alternative presented in the I-5 Rose Quarter Improvement Project Supplemental EA.

2.0 RFFA ASSESSMENT

As part of the cumulative impacts analysis included in the 2019 technical reports, ODOT considered planned and programmed projects in the Project Area and surrounding areas that are likely to be implemented by 2045 to be reasonably foreseeable. Future (2045) traffic conditions were interpolated from Metro's regional travel demand model which is built on population and employment growth forecasts adopted by the Metro Council and the financially constrained project list included in the 2014 Regional Transportation Plan (RTP). This updated RFFA compares projects included in the most recent 2018 RTP that may contribute to a cumulative effect with the Project with the RFFAs documented in the 2019 technical reports.

2.1 LAND USE ASSUMPTIONS – LAND USE AND ASSUMPTIONS FOR RFFAS

The RFFAs included in the 2019 technical reports include City-owned parcels proposed for redevelopment (East/West parking garages, Benton surface parking lot, Phase II Entertainment Lot); improvements to the Veterans Memorial Coliseum, Moda Center, Annex lot plus building; and private redevelopment (Vulcan/Thunderbird site west of N Interstate and the Weston-owned site at N Larrabee and N Broadway). In addition to these actions, public entities such as the Portland Water Bureau, TriMet, Metro/Oregon Convention Center, Portland Public Schools, and Multnomah County plan to undertake improvement projects within the area before 2045.

Both the 2014 and 2018 RTPs support the implementation of the 2040 Growth Concept, which is the region's adopted land use and transportation strategy for managing growth and building healthy, equitable communities and a strong economy. The RFFAs listed above were included in both the 2014 RTP and the 2018 RTP and are the only projects that may have an impact on traffic within the I-5 Rose Quarter Improvement Project Area. Additional assumptions can be found in Appendix M Attachment 3 (Page 77) of the 2018 RTP dated December 6th, 2018.

For the 2019 Traffic Analysis Technical Report and the Traffic Analysis Supplemental Technical Report, the Project team utilized the regionally adopted population and employment numbers associated with MetroScope and the Regional Travel Demand Model as the baseline for travel demand development in conjunction with Metro. Additionally, the adopted I-5 Rose Quarter Project in the RTP was coordinated with the updates to the Comprehensive Plan and Zoning designations in the NNE quadrant plan covering the project study area. It should be noted that the comprehensive plan and zoning designations in the study area were designated primarily General Commercial (GC) which allows for the maximum density. While there have been changes or additional detail to proposed developments in the Project Area, these do not change the underlying assumptions of build-out of those parcels in accordance with the applicable comprehensive plan designations.

Since the FONSI and Revised EA were released in 2020, the Portland Public School's Long Range Facility Plan lists Harriet Tubman Middle School (HTMS) as under consideration for relocation (PPS 2021) and funding for the relocation is provided to the Oregon Department of Administrative Services in Oregon House Bill 5202, Section 323 which was signed by Governor on April 4, 2022. The relocation of HTMS is a new RFFA for purposes of cumulative analyses for the Supplemental EA. The middle school occupies approximately 2.2 acres zoned Commercial Mixed Use and 0.13 acres zoned Open Space. After the school use of the existing building relocates, re-use of the land and building could include several potential outcomes, and it is not possible to predict how the land will be used. In the event the buildings are demolished, and

the site is redeveloped under the current zoning, the 2.2-acre Commercial Mixed Use 3 portion could support a large-scale mixed-use building with 6-7 stories including retail, office, residential, institutional, and limited industrial uses. There is a minimum residential density requirement of 1 unit per 1,000 square feet of site area, which would translate to a minimum of approximately 95 residential units.

2.2 TRANSPORTATION ASSUMPTIONS – FREEWAY VOLUMES AND 2019 ASSUMPTIONS

The Interstate Bridge Replacement Project is included in the 2014 RTP financially constrained project list and is in Metro’s regional travel demand model. The Interstate Bridge Replacement Project remained in the financially constrained list in the 2018 RTP (See Table 4 in Appendix M of the 2018 RTP dated December 6th, 2018, on Page 13). Tolling was assumed as a part of the Interstate Bridge Replacement Project (Appendix M of the 2018 RTP on Page 13). No other major projects have been completed or incorporated into the RTP that would affect travel volumes, therefore there are no changes to the RFFAs in the updated Transportation Technical Report.

Tolling projects under the Oregon Toll Program were not on the 2014 or 2018 RTP financially constrained list and, therefore, were not included as part of the future modeling scenarios in the 2019 Traffic Analysis Technical Report. Tolling is currently in an environmental review process for a portion of I-205, as well as in a planning phase for I-5 and other portions of I-205. In 2018, the planning and environmental phases of the tolling project were added to the RTP, but consistent with federal guidance on reasonably foreseeable actions, these projects are not included as RFFAs for the Supplemental EA because the ROW and design phases are not included in the RTP and the regional travel demand model.

2.3 TRANSPORTATION ASSUMPTIONS – LOCAL STREET VOLUMES AND 2019 ASSUMPTIONS

As a part of the multi-modal traffic modelling work, the 2019 Traffic Analysis Technical Report included additional network refinement and operational detail based on input from the City of Portland, including elements of the Central City in Motion project. The primary change was lane reallocations on Broadway. These changes were incorporated in the 2018 RTP, and thus the change is consistent with that plan. The Broadway Multi-Modal Corridor project is project #11646 in the 2018 RTP. No other projects have been completed or incorporated into the RTP that would affect travel volumes, therefore there are no changes to the RFFAs in the Traffic Analysis Supplemental Technical Report.

3.0 FINDINGS

The RFFAs identified for the 2019 technical reports to support the cumulative impacts analysis of the Project Build Alternative were reviewed to determine if updates were needed to assess traffic and cumulative impacts of the Revised Build Alternative. The 2014 and 2018 RTPs were also reviewed and compared. No projects were added to or removed from the RFFA list that would affect traffic impacts, volumes, or performance in the project area. The relocation of HTMS may impact future use of the existing site; however, neither the relocations nor the RFFAs have resulted in updates that would result in any changes to trip generation, travel demand or to modeling used in the evaluation of the Project.