



Appendix C. List of Reasonably Foreseeable Future Actions

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.