

“Up Out of the Mud”

Street by Street Initiative

City Council/ November 27, 2012

Background

Of the 2,070 centerline miles of City streets, approximately sixty (60) are still dirt and gravel streets. Forty five (45) centerline (cl) miles of unpaved streets are in single family residential areas, on “residential streets” and 167 cl miles of residential streets are paved without any curb or sidewalk. The remaining residential streets have curb with sidewalk fragments, a sidewalk on one side, or two complete sidewalks. Many dirt and gravel streets are concentrated in the neighborhoods of Cully, Brentwood Darlington, Woodstock and outer NE and SE Portland. Others are from areas like southwest Portland, which have significant topography, drainage or lack of infrastructure constraint, which limits the ability to implement the existing, one-size fits all, design standard for residential streets - the “traditional residential street standard”.

Currently, property owners that want to improve an unpaved street, or paved, with or without a sidewalk, have only one design standard to apply. The standard is out of reach financially for many homeowners to build. This standard is also often out of context in infill development situations.

Purpose

- Expanding options for residential street design.
- Expanding options for financing.

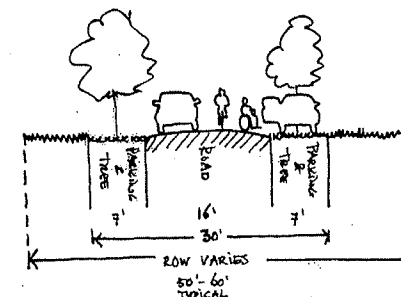
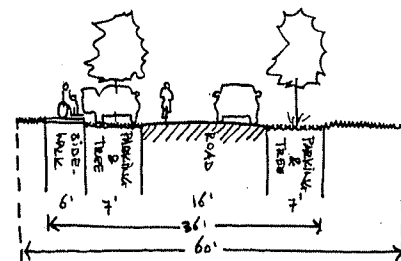
New Additional Design Standards for Residential Streets (To be Adopted)

A) Separated Residential

- Reduces typical property owner LID costs by as much as 72%.

B) Shared Residential

- Reduces typical property owner LID cost by as much as 78%.
- For low volume streets only.



Financing

- *In-Lieu Fee (to be developed)*

Directs the Bureau of Transportation to continue development of a program that allows in-fill development the option of paying into a fund that can be used to leverage a full street LID.

- *Low Income Deferral (to be developed)*

Directs the Bureau of Transportation to continue development of a program that offers LIDs the option to defer costs over a longer period of time .

More Information

Please visit the project website at:

www.portlandoregon.gov/transportation/58466



Portland, Oregon

FINANCIAL IMPACT and PUBLIC INVOLVEMENT STATEMENT For Council Action Items

(Deliver original to Financial Planning Division. Retain copy.)

1. Name of Initiator Christine Leon	2. Telephone No. X3-7741	3. Bureau/Office/Dept. PBOT/ Development Services
4a. To be filed (date): November 29, 2012 2:00 PM. Time Certain	4b. Calendar (Check One) Regular Consent 4/5ths <input checked="" type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	5. Date Submitted to Commissioner's office and FPD Budget Analyst: November 16, 2012
6a. Financial Impact Section: <input checked="" type="checkbox"/> Financial impact section completed		6b. Public Involvement Section: <input checked="" type="checkbox"/> Public involvement section completed

1) Legislation Title:

Accept the Residential "Up out of the Mud" Street by Street Program Report and direct the Bureau of Transportation and the Bureau of Environmental Services to implement a street improvement program that provides affordable, safe, and context based streets for all modes (Ordinance)

2) Purpose of the Proposed Legislation:

To adopt new design standards and supporting program for the improvement of local residential streets.

3) Which area(s) of the city are affected by this Council item? (Check all that apply—areas are based on formal neighborhood coalition boundaries)?

- | | | | |
|--|------------------------------------|------------------------------------|--------------------------------|
| <input checked="" type="checkbox"/> City-wide/Regional | <input type="checkbox"/> Northeast | <input type="checkbox"/> Northwest | <input type="checkbox"/> North |
| <input type="checkbox"/> Central Northeast | <input type="checkbox"/> Southeast | <input type="checkbox"/> Southwest | <input type="checkbox"/> East |
| <input type="checkbox"/> Central City | | | |
| <input type="checkbox"/> Internal City Government Services | | | |

FINANCIAL IMPACT**Revenue and/or Expense:**

Is ALL the Revenue and/or Expense a part of the current year's budget? or 5-yr CIP? ____

SAP COST OBJECT No(s): _____

All Revenue and Expense financial questions must be completed regardless of the current year's budget. Documents may be returned where the FIPIS portion has not been sufficiently completed.

4) Revenue: Will this legislation generate or reduce current or future revenue coming to the City? If so, by how much? If so, please identify the source.

No, it will not.

5) Expense: What are the costs to the City related to this legislation? What is the source of funding for the expense?

None additional as the program is proposed to be developed and supported and managed with existing resources.

6) Staffing Requirements:

- Will any positions be created, eliminated or re-classified in the current year as a result of this legislation?
No
- Will positions be created or eliminated in *future years* as a result of this legislation?
No

(Complete the following section only if an amendment to the budget is proposed.)

7) Change in Appropriations *(If the accompanying ordinance amends the budget please reflect the dollar amount to be appropriated by this legislation. Include the appropriate cost elements that are to be loaded by accounting. Indicate "new" in Fund Center column if new center needs to be created. Use additional space if needed.)*

Fund	Fund Center	Commitment Item	Functional Area	Funded Program	Grant	Sponsored Program	Amount

[Proceed to Public Involvement Section — REQUIRED as of July 1, 2011]

PUBLIC INVOLVEMENT

8) Was public involvement included in the development of this Council item (e.g. ordinance, resolution, or report)? Please check the appropriate box below:

☒ **YES:** Please proceed to Question #9.

☐ **NO:** Please, explain why below; and proceed to Question #10.

9) If "YES," please answer the following questions:

a) What impacts are anticipated in the community from this proposed Council item?

The Council item will expand opportunities for residents and infill development on unpaved or paved without curb and sidewalk residential streets, to either participate in a Local Improvement District, or a public works permit, by lowering the street footprint and lowering the initial capital cost.

b) Which community and business groups, under-represented groups, organizations, external government entities, and other interested parties were involved in this effort, and when and how were they involved?

Development of the Council item was guided by a stakeholders advisory committee composed of representatives from neighborhoods with highest concentrations of dirt and gravel streets, homebuilders, pedestrian and bicycle advocates and advocates for the disabled.

c) How did public involvement shape the outcome of this Council item?

Public involvement consisted of the stakeholders advisory committee meetings and presentations to various neighborhood associations and community groups with an interest in street design issues. City Council members through a work session and the Planning and Sustainability Commission informed this work. The August 2012 Cully Local Street Plan and process also informed this work. The recommendations presented in this Council item reflect the input and support of these groups.

d) Who designed and implemented the public involvement related to this Council item?

Christine Leon, Rich Newlands, April Bertelsen, Shoshanah Oppenheim - Bureau of Transportation.

e) Primary contact for more information on this public involvement process (name, title, phone, email):

Christine Leon, Development Services Division Manager, x37741,
christine.leon@portlandoregon.gov

10) Is any future public involvement anticipated or necessary for this Council item? Please describe why or why not.

Staff anticipates continued development of work items proposed in the Council item which will include a similar public involvement process to refine.

KK 11-16-12 *Tom Miller*
BUREAU DIRECTOR TOM MILLER, Bureau of Transportation