

IMPACT STATEMENT

Legislation title: Declare intent to initiate local improvement district formation proceedings to construct street improvements from NW 9th Ave to north of NW 19th Ave in the NW Front Ave – Naito Pkwy Local Improvement District (Resolution; C-10056)

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Purpose of proposed legislation and background information:

This resolution will initiate local improvement district (“LID”) formation proceedings to improve NW Front Avenue and NW Naito Parkway from of NW 9th Avenue to the north property line of 2220 NW Front Avenue, which is north of NW 19th Avenue.

The Resolution will accept LID petition support of 100%.

This project will combine previously-budgeted PBOT resources for pavement preservation with LID resources to make possible the extension of bike lanes recently installed on NW Front Avenue as far north to NW 9th Avenue. This project will further extend the bike lanes to just south of Terminal 1, while also constructing eight (8) ADA-compliant curb ramps and partially rebuilding three (3) traffic signals at NW 9th Avenue, NW 15th Avenue and NW 17th Avenue.

The pavement preservation portion of this project will improve pavement condition index (PCI) scores ranging from 21 to 54 on a zero to 100 scale. This will significantly improve safety for bicyclists by addressing uneven pavement surfaces, while also rehabilitating the pavement to accommodate existing transit and freight uses. This project will employ a road diet with a single travel lane in each direction so that bike lanes can fit within the existing right-of-way. A goal of this project is to increase the bike mode split in NW Portland from 4.9% measured in 2012 to a higher level more commensurate with the Citywide average of 6.1%. New residential development is occurring in this area but multimodal transportation facilities have not kept pace with this new development.

Financial and budgetary impacts:

- This is a single property owner LID, with an estimated assessment of \$1,108,417.
- The level of confidence is Low.
- No change to staffing levels
- 100% of the LID revenue (\$1,108,417) is to be added to the FY17-18 fiscal year budget.
- PBOT revenue of \$1,500,000 is already budgeted within the CIP at a program level.
- The project is not currently in the 5-year CIP.

Community impacts and community involvement:

- PBOT has received multiple complaints from developers about the lack of bike lanes in this area to serve rapidly growing residential development.
- The LID project has been scoped to fit within the existing right-of-way and to minimize property impacts.
- This LID would add approximately 3,702 centerline feet of bike lanes in both directions (approximately 7,404 centerline feet total).
- Outreach to the Pearl and NWDA neighborhoods, as well as the NWNW neighborhood coalition has been pending receipt of the LID petition, which was received on December 22, 2016, bringing a successful conclusion to negotiations with the developer since November 2014. This outreach will occur in early January 2017 prior to the January 25th Council date.
- The developer, Park Office LLC, of Washington, DC, will receive SDC credits in an amount equivalent to the LID assessment. The developer will additionally fund frontage improvements to be built by a permit job in lieu of by this LID. There was no requirement of the developer to build half-street improvements to NW Front Avenue; hence the reason for the SDC credits. Combining LID and PBOT resources provides significant financial leverage, making it possible for PBOT to perform long-needed pavement rehabilitation.
- The developer's abutting frontage along the planned pavement rehabilitation area is less than one-fifth of the total planned length of the project, meaning that many neighboring properties and the larger bicycle commuting community will benefit from these improvements.
- The City Engineer will have the authority following LID formation to reduce or eliminate the scope of improvements north of 300 feet north of NW 17th Avenue if more extensive pavement repair is necessary and costs of which were to exceed available project contingency. The project is budgeted for its full length to the north property line of 2220 NW Front Avenue. Full reconstruction of pavement sections is not included in the budget for this project; however, localized spot repairs are anticipated to a depth greater than the budgeted grind and inlay.

Budgetary Impact Worksheet**Does this action change appropriations?**

- YES: Please complete the information below.
- NO: Skip this section