

IMPACT STATEMENT

Legislation title: Declare intent to initiate local improvement district formation proceedings to construct street, sidewalk, stormwater and sanitary sewer improvements in the SE 80th Ave and Mill St Local Improvement District (Resolution; C-10060)

Contact name: Andrew Aebi

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Presenter name: Andrew Aebi

Purpose of proposed legislation and background information:

This resolution will initiate local improvement district ("LID") formation proceedings to construct street, sidewalk, and stormwater to SE 80th Avenue and Mill Street and sanitary sewer improvements to SE Mill Street only. Both streets provide access to Jim Bridger Elementary School. Two (2) of the three (3) blocks will be fully reconstructed, with one (1) block being improved with a pavement grind and inlay. All three (3) blocks will get new curbs, stormwater drainage and sidewalks.

The Resolution will initiate LID formation proceedings by Council directive in lieu of by petition.

This project will provide a key link in two neighborhood greenways, one east-west connecting the Harrison-Lincoln greenway with the future "4M" greenway, and the other part of the future Seventies greenway. This LID offers a more cost-effective manner of using BES construction dollars to contribute towards comprehensive improvements instead of ineffective trench repairs.

One community member has requested that the SE 80th Avenue improvements be extended to the south to connect to recently-constructed street improvements along the PCC-Southeast campus. This additional scope is not currently within the scope or budget of the LID.

Financial and budgetary impacts:

- Property owners' combined assessments range from \$11,978 to \$456,747 (Portland Public Schools).
- The level of confidence is Low.
- No change to staffing levels
- 15% of the LID revenue (\$758,505) is to be added to the FY17-18 fiscal year budget (\$113,776) and 85% of the LID revenue (\$644,729) is to be added to the FY18-19 fiscal year budget (\$113,776). 100% of the SDC revenue (\$758,505) to be added to the FY18-19 fiscal year budget.
- The project is not currently in the 5-year CIP.

Community impacts and community involvement:

The LID Administrator has received requests for street, sidewalk and stormwater improvements since 2013. This project was unsuccessfully petitioned in 2006 due to the lack of any funding to defray direct costs of the project. PBOT funding from SDC and BES sanitary sewer funding will now pay a majority of the costs of the improvement.

100% Renewable Goal:

This action will have no impact on the City's total or renewal energy use; however, multimodal transportation will be encouraged, thereby reducing greenhouse gas emissions.

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

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

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

KK 11-30-17

PBOT

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Dan Saltzman Commissioner Leah Treat Director

December 13, 2017

PROPOSED AMENDMENTS TO THE SE 80TH AVENUE & MILL STREET LOCAL IMPROVEMENT DISTRICT ("LID") RESOLUTION REFLECTING EIGHT (8) ADDITIONAL ITEMS OF WRITTEN TESTIMONY

Declare intent to initiate local improvement district formation proceedings to construct street, sidewalk, stormwater and sanitary sewer improvements in the SE 80th Ave and Mill St Local Improvement District (Resolution; C-10060)

I. SUMMARY

Exhibit D of the proposed Resolution as filed contains 14 letters of support. Since the Resolution was filed, an additional eight (8) letters of support were submitted for a total of 22 letters of support. Exhibit D as filed therefore does not currently include the entire record of written testimony. This amendment would incorporate these additional letters into Exhibit D as Attachments 15 through 22. Note that some property owners submitted multiple letters of support. There are ten (10) unique properties within the LID boundary and five (5) unique properties outside the LID boundary whose owners have submitted letters of support. No written testimony in opposition was received.

Exhibit A contains a memorandum signed by Commissioner Saltzman. This letter references written property owner correspondence dating to January 2005. Earlier e-mail correspondence on this project not included in Exhibit D dates to October 15, 2003 as referenced in the first paragraph following the Resolution title on page 1. The different dates reflect different forms of property owner communication, and the date referenced in Exhibit A is not proposed to be amended.

Since the Resolution was filed, multiple testimony was received requesting that the southern project limit be extended from SE Stephens Street to 100 feet north of SE Grant Street, which resulted in additional notification to property owners, an update to the cost and funding estimate.

Two (2) scrivener's errors are also requested to be corrected.



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II. RECOMMENDATION FOR COUNCIL

The Local Improvement District Administrator therefore requests that Council amend the following:

1. The reference to "on October 4, 2017" in the third paragraph on page 2 of the proposed Resolution is changed to "between October 4, 2017 and November 22, 2017."
2. The word "Develompent" [sic] in the fourth paragraph on page 2 of the proposed Resolution is changed to "Development."
3. The project estimate referenced in the fifth paragraph of page 3 of the proposed Resolution is changed from \$2,788,997.20 to \$3,808,139.63.
4. LID funding referenced in the sixth paragraph of page 3 of the proposed Resolution is changed from \$758,504.99 to \$1,383,145.60.
5. PBOT SDC funding referenced in the eighth paragraph of page 3 of the proposed Resolution is changed from \$758,505.02 to \$1,035,674.41; PBOT overhead funding referenced in the eighth paragraph of page 3 of the proposed Resolution is changed from \$406,011.73 to \$523,344.16; and total PBOT funding referenced in the eighth paragraph of page 3 of the proposed Resolution is changed from \$1,164,516.75 to \$1,559,018.57.
6. The minimum pavement condition index (PCI) score referenced in the fifth paragraph of page 2 of the proposed Resolution is changed from five (5) to zero.
7. The date in the second paragraph of page 4 of the proposed Resolution is changed from January 17, 2016 to January 17, 2018.
8. All references to "SE Stephens Street" in the proposed Resolution are changed to "100 feet north of SE Grant Street."
9. The map in Exhibit B is replaced with the map on the right side of slide #8 of the PowerPoint presentation.
10. One exempt property is added to Exhibit C at 1902 SE 80th Avenue. This property is exempted because it has existing curb and sidewalk.

11. Three (3) assessable properties are added to Exhibit C: 1904-1924 SE 80th Avenue in the amount of \$59,287.58; 1930-1940 SE 80th Avenue in the amount of \$59,287.58; and 2025 SE 82nd Avenue in the amount of \$506,065.45.
12. The cover memo in Exhibit D is updated to reflect 22 items of written testimony, appending Attachments 15 through 22 as referenced below.
13. The December 5, 2017 written testimony from Hannah Furseth previously distributed by the Council Clerk to be labeled as Exhibit 15 to Exhibit D.
14. The December 7, 2017 written testimony from Claudia Brown previously distributed by the Council Clerk to be labeled as Exhibit 16 to Exhibit D.
15. The December 9, 2017 written testimony from Eve Nilenders previously distributed by the Council Clerk is labeled as Exhibit 17 to Exhibit D.
16. The December 10, 2017 written testimony from Amy Wren previously distributed by the Council Clerk to be labeled as Exhibit 18 to Exhibit D.
17. The December 11, 2017 written testimony from Amy Baggio previously distributed by the Council Clerk to be labeled as Exhibit 19 to Exhibit D.
18. The December 11, 2017 written testimony from Jody Throckmorton and Brent Clarke previously distributed by the Council Clerk to be labeled as Exhibit 20 to Exhibit D.
19. The December 12, 2017 written testimony from the Pedestrian Advisory Committee previously distributed by the Council Clerk to be labeled as Exhibit 21 to Exhibit D.
20. The December 13, 2017 written testimony from Portland Public Schools distributed by the Council Clerk earlier today to be labeled as Exhibit 22 to Exhibit D.

Respectfully submitted,

Andrew H. Aebi

Andrew H. Aebi
Local Improvement District Administrator

Published Oct. 11, 2016 at 12:15AM

City of Bend: No bike path for 27th Street for now

Bend officials say pedestrian-friendly plan will have to wait



Chris Litland, of Bend, walks along the narrow edge of 27th Street near Bear Creek Road while heading home Monday afternoon. East Bend neighborhood associations want to build a biking and pedestrian path along a portion of 27th Street during an ongoing sewer project, but city officials say that is unlikely to happen. (Ryan Brennecke / The Bulletin)

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With Bend residents facing detours and traffic delays for the next two years during construction of a \$25 million sewer project, some east-side residents say there's no better time than now to build a path along 27th Street for bicyclists and pedestrians.

Three neighborhood associations on the east side are asking the city to build such a trail along 27th Street south of U.S. Highway 20. This comes as the city is tearing up 27th Street for installation of a sewer line

(<http://www.bendbulletin.com/localstate/bend/4557069-151/27th-street-sewer-construction-to-start-monday>), part of a citywide southeast interceptor project that began almost a decade ago.

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Some east-side residents say it makes sense to build a path while the city is already tearing up the road. But with Bend already struggling to find steady funding to pay for road repairs, city officials say the plan will have to go through a long process before anything can happen.

“We all like the idea,” said Mayor Jim Clinton. “It’s a matter of how to fit it in with all the other stuff.”

Right now, traveling from north to south on the east side is tricky for Bend’s bicyclists and pedestrians, said James Dorofi, chairman of the Old Farm District Neighborhood Association. There are several stretches on both sides of 27th Street with no sidewalks or bike lanes, he said.

Thousands of cars drive along the road every day, and there’s a speed limit of 45 miles per hour — it’s not safe if you’re walking or on a bike, he said.

“There’s physically no way for us to go north-south other than get in a car,” said Dorofi.

The Old Farm, Larkspur and Mountain View neighborhood associations have been working for a couple months to come up with a plan that calls for a two-way path for pedestrians and bicyclists that runs about a mile along 27th Street between Highway 20 and SE Reed Market Road.

Right now, there are similar urban trail systems off of Skyliners Road and Brookwood Boulevard.

Cost estimates range from \$500,000 to \$1 million, but that could be cheaper than building bike lanes and sidewalks on either side of 27th Street, Dorofi said. Since the city is in the midst of shutting down parts of the road for the next two years, this would be an ideal time to build the path, he said.

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“The reality is this: There’s no sidewalks except for a few sections right now,” said Dorofi. “If you’re going to be ripping everything up, this is the most efficient time to do any kind of construction.”

Dorofi said the path could eventually be built out as the city develops rural areas on the east side. Right now, Bend is in the midst of trying to expand its city limits and plans to annex large pieces of county land in southeast Bend.

“We need massive infrastructure help,” said Dorofi. “Our city has been growing so fast, and we’re not taking care of our basic needs.”

During a Bend City Council meeting last week, several councilors spoke in support of the plan. But city officials say they need to first prioritize which bike and pedestrian projects need to be built before deciding on the 27th Street project.

“It’s really hard to say, ‘Yes, let’s do this,’ without seeing the full plate of needs out there,” said City Manager Eric King.

King said city planners studied whether or not to build a similar path along 27th Street while they were planning the sewer project. The money to pay for a bike and pedestrian path would need to come from a different source than the sewer project — money that’s hard to come by when the city is facing an \$80 million backlog in road repairs.

The Bend City Council will hold a special meeting to talk about which bike and walking path projects should be built going forward. The Nov. 14 meeting will look at which of those projects should be prioritized, King said.

Nick Arnis, growth management director for the city, said the 27th Street project isn't included in the city's current plans for bike and pedestrian paths going forward. So far, the city has prioritized projects on the inner east side, he said.

Even if the city councilors decided to push the project forward, it would be at least two or three years before it could be built, he said. And that would mean moving city staff and funding from other projects, he said.

"We're actually working on quite a few things," said Arnis. "So we would have to hire somebody or pull somebody off something were working on."

But Dorofi is determined to get the project built. If the city doesn't want to take it over, Dorofi said he plans to broach the idea with the Bend Park & Recreation District. Right now, the city and the park district have an agreement to partner on projects that overlap between city responsibilities and recreation.

"No matter what, we still want this turned into an urban trail system," said Dorofi.

— *Reporter: 541-633-2160, mriker@bendbulletin.com*