

ORDINANCE No. 188956 As Amended

*Amend the Transportation Fee Schedule to incorporate the Multimodal Incentive Fees for the Pre-Approved Transportation Demand Management Plan per Code Chapter 17.107, and exempt Affordable Dwelling Units from the Multimodal Incentive Fee until June 30, 2020 (Ordinance; amend TRN-3.450)

The City of Portland ordains:

Section 1. The Council finds:

1. The City of Portland Comprehensive Plan 2035 states that the transportation system shall increasingly use active transportation to achieve adopted carbon reduction targets; reduce parking demand and manage supply; to improve pedestrian, bicycle and transit mode share; and reduce Portlanders' reliance on private vehicles.
2. The City of Portland Transportation System Plan sets a target of 70% of all commute trips should be achieved by walking, bicycling, taking transit or other environmentally friendly modes by 2035.
3. Transportation and parking demand management (TDM) programs are identified as one of the quickest, least expensive, and most effective strategies to achieve City modal goals and to prevent traffic and parking impacts.
4. The Comprehensive Plan's Policy 9.53 calls for the creation and maintenance of TDM regulations and services that prevent and reduce traffic and parking impacts from new development and redevelopment.
5. Zoning Code requires new development, or alterations, of over 10 new dwelling units in the Commercial Mixed-Use zones that are close to transit, to develop a TDM plan prior to building permit issuance and offers two routes for developers to achieve this requirement.
6. Code Chapter 17.107 offers a Pre-Approved TDM option, where an applicant can pay a Multimodal Incentive Fee to meet a portion of the TDM requirements.
7. Portland has grown by more than 80,000 people in 29,000 households since 2000, but housing supply has not come close to meeting the demand. The resulting low vacancy rates and price increases have had severe consequences. Between 2006 and 2015 the Oregon Office of Economic Analysis estimated that the Portland housing market was under-built by approximately 23,000 units of housing – insufficient just to keep up with population growth.

9. The Council finds it necessary and in the public interest to authorize an exemption to the Multimodal Incentive Fee for Affordable Dwelling Units. This authorization addresses the urgent need to facilitate the development of affordable rental housing in the short-term.

NOW, THEREFORE, the Council directs:

- a. The amendment of the Transportation Fee Schedule, TRN-3.450, to include the new fee structure for the Multimodal Incentive Fee rates for the Pre-Approved TDM plan per Code Chapter 17.107, attached to this Ordinance as Exhibit A.
- b. Affordable Dwelling Units within the Commercial/ Mixed Use Zones that are subject to the TDM Requirement (Title 33.266.410) and utilize the Pre-Approved TDM Option under Title 17.107, are exempt from the Multimodal Incentive Fee requirement. If all the following requirements are satisfied.
 - (1) The Unit is an Affordable Dwelling Unit as defined in as residential dwelling units in a development document as affordable by a recorded covenant or regulatory agreement with a government entity that are rented, leased or for purchase by households earning 80% MFI (median family income) or less.
 - (2) The applicant is still subject to the other components of the Pre-Approved TDM Option under Title 17.107.
- c. The exemption shall cease to be effective on June 30, 2020; at that time the Affordable Dwelling Units will be subject to a Multimodal Incentive Fee rate based on the current rate of an annual TriMet Low Income Fare pass.
- d. Where exempt dwelling units are within building with other dwelling units subject to the Multimodal Incentive Fee, the same multimodal incentives will be offered to all units in the building, regardless of which units generated the fee. Incentives will be offered to the exempt units first.
- e. The Portland Bureau of Transportation is directed to report back to Council by September 30, 2018 with options for how to fund an equivalent level of multimodal incentives for the exempt units, for the duration of the exemption period. Fund an equivalent level of incentives for buildings where all the units are exempt.
- f. Exhibit A of this ordinance is binding City Policy.

Section 2. The Council declares an emergency exists because there is a critical need to facilitate the development of Affordable Housing Units and the amendment to the Transportation Fee Schedule is integral to the implementation of the adopted Comprehensive Plan; therefore, this ordinance shall be in full force and effect on May 24, 2018 and after its passage by the Council.

Passed by the Council, MAY 24 2018

Mayor Ted Wheeler
Commissioner Dan Saltzman
Prepared by: Liz Hormann: IR
Date Prepared: 5/4/2018

Mary Hull Caballero
Auditor of the City of Portland

By



Deputy

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<p>INTRODUCED BY Commissioner/Auditor: Mayor and Commissioner Dan Saltzman</p> <p>COMMISSIONER APPROVAL</p> <p>Mayor—Finance & Administration – Wheeler</p> <p>Position 1/Utilities - Fritz</p> <p>Position 2/Works - Fish</p> <p>Position 3/Affairs - Saltzman</p> <p>Position 4/Safety - Eudaly</p> <p>BUREAU APPROVAL</p> <p>Bureau: PBOT Group: Policy, Planning and Projects Group Manager: Art Pearce Director: Leah Treat</p> <p>Prepared by: Liz Hormann; CI Supervisor: Steve Hoyt-McBeth Date Prepared: May 9, 2018</p> <p>Impact Statement</p> <p>Completed <input checked="" type="checkbox"/> Amends Budget <input type="checkbox"/></p> <p>Portland Policy Document If "Yes" requires City Policy paragraph stated in document. Yes <input checked="" type="checkbox"/> No <input type="checkbox"/></p> <p>City Auditor Office Approval: required for Code Ordinances</p> <p>City Attorney Approval: required for contract, code, easement, franchise, charter, Comp Plan</p> <p>Council Meeting Date May 23, 2018</p>	<p>CLERK USE: DATE FILED <u>MAY 15 2018</u></p> <p style="text-align: center;">Mary Hull Caballero Auditor of the City of Portland</p> <p>By: <u>[Signature]</u> Deputy</p> <p>ACTION TAKEN: MAY 23 2018 Rescheduled to MAY 24 2018 2 P.M. Time Certain.</p>
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<p style="text-align: center;">AGENDA</p> <p>TIME CERTAIN <input type="checkbox"/></p> <p>Start time: _____ Total amount of time needed: _____ (for presentation, testimony and discussion)</p> <p>CONSENT <input type="checkbox"/></p> <p>REGULAR <input checked="" type="checkbox"/></p> <p>Total amount of time needed: <u>20</u> (for presentation, testimony and discussion)</p>	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <th style="width: 30%;">FOUR-FIFTHS AGENDA</th> <th colspan="2">COMMISSIONERS VOTED AS FOLLOWS:</th> </tr> <tr> <th></th> <th>YEAS</th> <th>NAYS</th> </tr> <tr> <td>1. Fritz</td> <td style="text-align: center;">✓</td> <td></td> </tr> <tr> <td>2. Fish</td> <td style="text-align: center;">✓</td> <td></td> </tr> <tr> <td>3. Saltzman</td> <td style="text-align: center;">✓</td> <td></td> </tr> <tr> <td>4. Eudaly</td> <td style="text-align: center;">✓</td> <td></td> </tr> <tr> <td>Wheeler</td> <td style="text-align: center;">✓</td> <td></td> </tr> </table>	FOUR-FIFTHS AGENDA	COMMISSIONERS VOTED AS FOLLOWS:			YEAS	NAYS	1. Fritz	✓		2. Fish	✓		3. Saltzman	✓		4. Eudaly	✓		Wheeler	✓	
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