

## **Infrastructure Analysis**

Bureau of Planning and Sustainability Project staff have completed a preliminary review of potential infrastructure constraints on the sites subject to zoning changes with the Expanding Opportunities for Affordable Housing Project. This information was compiled from GIS information that is part of the City's state-acknowledged Buildable lands Inventory. A summary table is Attached.

- Transportation Capacity refers to traffic congestion. The City and Metro ran the regional traffic model in 2016 to identify potential issues associated with the new 2035 Comprehensive Plan and Zoning Map adopted at that time. The modelling identified areas that could exceed volume to capacity standards in 2035, assuming 20 years of anticipated growth. Both ODOT and PBOT also identified areas to monitor.
- Highway Interchange refers to the site being close to an ODOT-controlled interchange where offramp congestion and safety could be an issue.
- Substandard Streets refers to places where the abutting street is not paved or lacks curbs and sidewalks.
- Water and Sewer refers to places without access to sanitary sewer or water pipes. This analysis did not consider pipe condition or capacity limitations.
- Stormwater refers to locations where there is not an identified means to dispose of stormwater runoff – for example areas without access to a separated stormwater system or natural drainage, with poorly draining soil or slope conditions that make on-site infiltration challenging.

## **Impact on Growth Capacity and Distribution**

The proposed zoning code changes would allow institutional conditional use sites to add housing without a Conditional Use Review. The Bureau of Planning and Sustainability examined how the proposed code changes could impact the distribution of future residential growth. The enclosed map identifies the properties that could potentially take advantage of this provision (red outlines). The impacted Transportation Analysis Zones (TAZ) are also mapped and color-coded by the expected change in housing capacity within that TAZ. The TAZs where there is a reduction or very minor increase are in light yellow. Darker shades of orange represent greater amounts of added housing capacity. There are five TAZs where this creates significant changes in housing capacity, generally corresponding to the presence of a large institutional property.

Over the next 20 years Metro forecasts up to 123,000 new households in Portland. With the exception of the 5 TAZs mentioned about, the increase in housing capacity provided by this code amendment is evenly distributed across the residential neighborhoods of the city. As such, it should not significantly alter the 20-year distribution of growth or create significantly different traffic congestion or other infrastructure demand patterns.

It may be appropriate to limit the Conditional Use exemption to smaller housing sites (2 acres or less dedicated to the housing) , to avoid the unplanned impacts if one of the larger sites were to fully take advantage of this.