

IMPACT STATEMENT

Legislation title: Amend Street Access Code and Transportation Administrative Rules to align with changes to the Residential Infill Project (Ordinance; amend Code Section 17.88.090 and TRN-1.26)

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Purpose of proposed legislation and background information:

- The Bureau of Planning and Sustainability (BPS) is proposing revisions to the Residential Infill Project in Title 33. These amendments, allow up to six dwelling units per lot (based on lot sizes) in the R7, R5 and R2.5 zones, and allows the units to be arranged in multiple configurations—a single house, duplex, triplex, fourplex, a duplex with one accessory dwelling unit, a house with up to 2 accessory dwelling units, or a multi-dwelling building with 5 or 6 units (when 50% of the units meet affordability requirements of Title 30).
- In order for these configurations of housing units to be able to use the Local Transportation Improvement Charge (LTIC) program, modifications to PBOT Title 17 code and administrative rules are necessary.
- Approximately 3% of the 2,066 miles of streets in Portland are unimproved (dirt and gravel) and about 15% of Portland streets are under-improved with some pavement, but no street curb. Paved roads without curbs are unlikely to have sidewalks or adequate stormwater management infrastructure. Unimproved streets are often a problem for adjacent property owners and residents. Deficient infrastructure impacts the quality of local access, multimodal connectivity, property values, traffic management, and localized drainage. Improvements of these streets have been the responsibility of the adjacent property owners.
- On sites with frontage on streets which may lack curbs, sidewalks and/or other road improvements, requiring partial street improvements with development can be disproportionately costly and can leave ineffective and incomplete infrastructure systems.

Financial and budgetary impacts:

- The Ordinance only seeks to clarify existing code and administrative rule language and does not change long-standing City policy. Therefore, it will not have any financial or budgetary impacts.

Community impacts and community involvement:

- Approximately 3% of the 2,066 miles of streets in Portland are unimproved and unpaved (dirt and gravel) and about 15% of Portland streets have some pavement but no curb. Paved roads without curbs are unlikely to have sidewalks or adequate stormwater management infrastructure. Unimproved streets are often a problem for adjacent property owners and residents. Deficient infrastructure impacts the quality

of local access, multimodal connectivity, property values, traffic management, and localized drainage. Adjacent property owners are responsible for maintaining most dirt and gravel streets in the City, while the City maintains most streets that have pavement but no curbs. Unimproved streets are the weak link in the City's local transportation network, especially for pedestrians, people with disabilities, and those trying to access transit.

- In 2016, City Council adopted the Local Transportation Infrastructure Charge (LTIC). This is a charge for street improvements that is based on the linear feet of frontage of property. The amount of the fee is calculated from the average cost to the City to build local street improvements to City standards.
- Properties that are eligible for the LTIC must be located within a Single-Dwelling Zone (R2.5-R20) or the Farm and Forest Zone (RF) and have frontage on a local service street without a curb other than a local street that has been formally adopted by PBOT as fully-built under an alternative street standard not requiring a curb.
- The LTIC is collected by PBOT and used to construct improvements on unimproved local streets. The city will be improving streets to standards in many areas where RIP is expected to occur.
- On April 11, 2018, Council passed the Allocation Methodology for the Local Transportation Infrastructure Charge Ordinance, including the allocation methodology found in LTIC Administrative Rules (TRN-1.26). The determination of the allocation methodology and framework for a comprehensive neighborhood streets program to address the 250 miles of unimproved local streets was guided by a multi-tiered public engagement process, resulting in 28,000 households on unimproved streets invited to participate in focus groups and direct feedback from 4,000 of these residents.
- The allocation methodology is consistent with the City's equity goals and ADA requirements and it implements adopted neighborhood transportation plans, responds to public input, seeks to leverage other available funding sources, and uses the best available data and methods for identifying high-priority transportation and stormwater improvements.

Budgetary Impact Worksheet

Does this action change appropriations?

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

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