

IMPACT STATEMENT

Legislation title: Assess benefited property for street and mast arm traffic signal improvements from NW 9th Ave to north of NW 19th Ave in the NW Front Ave – Naito Pkwy Local Improvement District (Hearing; Ordinance; C-10056)

Contact name: Andrew Aebi

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Presenter name: Andrew Aebi

Purpose of proposed legislation and background information:

- Imposes final assessment and closes out the NW Front Avenue – Naito Parkway LID.

Financial and budgetary impacts:

- The final assessment is in the amount of \$1,077,743.46 with the assessment rate of \$10.16 per square foot being \$1.66 or 10.9% below the estimated rate of \$11.59 per square foot at LID formation.
- SDC funding is \$403,8423.00 which is equal to the amount budgeted by PBOT subsequent to LID formation.

Community impacts and community involvement:

- PBOT received multiple complaints from developers about the lack of bike lanes in this area to serve rapidly growing residential development.
- The LID project was scoped to fit within the existing right-of-way and to minimize property impacts.
- This LID added approximately 3,702 centerline feet of buffered bike lanes in both directions (approximately 7,404 centerline feet total).
- Outreach was made to the Pearl and NWDA neighborhoods during design of the LID.
- The developer is receiving SDC credits in an amount equivalent to the original LID assessment of \$1,108,417 which is less than the property owner's total costs of funding this project of \$1,132,703 including \$54,959 in design engineering costs paid directly by the property to Kittelson, Inc.
- The developer also privately funded frontage improvements 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 provided 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 was less than one-fifth of the total planned length of the project, meaning that many neighboring properties and the larger bicycle commuting community has benefited from these improvements.
- The City Engineer had 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 was necessary; however, the project was built to its full length to the north property line of 2220 NW Front Avenue. Full reconstruction of pavement sections was completed by this project; however, localized spot repairs were made as necessary to a depth greater than the grind and inlay work scoped at LID formation. Pavement condition index scores ranging from 21 (very poor condition) to 54 (poor condition) are expected to be rated as 100 (perfect condition) at the next pavement rating cycle.

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

RK – 2/16/21