

IMPACT STATEMENT

Legislation title: Create a local improvement district to construct street, sidewalk, stormwater and sanitary sewer improvements from north of NE Columbia Blvd to south of NE Cornfoot Rd in the NE 47th Ave Phase I Local Improvement District and increase project funding from Portland Bureau of Transportation system development charge revenue by \$315,151 (Hearing; Ordinance; C-10052; amend Ordinance No. 180970)

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Presenter names: Andrew Aebi & Allison Rouse

Purpose of proposed legislation and background information:

There has been a longstanding community requests for pedestrian and bicycle facilities on NE 47th Avenue from NE Columbia Blvd. to NE Cornfoot Rd. A small portion was built in conjunction with the previously-completed reconstruction of the NE 47th Avenue & Columbia Blvd. intersection. Portland Parks & Recreation is embarking on a project to improve its Whitaker Ponds site, which the LID will build in lieu of Parks building 605 feet of half-street improvements (on the east side only) under a permit from PBOT. However Park frontage improvements on a “piecemeal” basis would be throwaway because the entire roadbed is in dire need of reconstruction. Reconstruction of the roadbed allows the appropriate grades to be engineered and constructed for stormwater drainage, which in turn allows the addition of bike lanes. This “throwaway” and the future need to reconstruct the street on account of its poor pavement condition index (“PCI”) can be instead be avoided by leveraging Parks resources with PBOT system development charge (SDC) resources to increase multimodal capacity on NE 47th Avenue for its entire 1,900 centerline foot length.

BES has agreed to be assessed the same abutting footage rate as Parks notwithstanding LID Code that obligates both bureaus’ automatic financial participation in the LID as a consequence of property ownership.

This LID is being initiated by directive of the Commissioner in Charge of the Portland Bureau of Transportation. Private property owners’ assessment rates are significantly less than Parks and BES (\$49.32 vs. \$2,326.76). The private property owners’ share includes the cost of contaminated media removal from the public right-of-way which it is felt that as a matter of LID policy and existing City Code, the City should not fund for non-City properties. The assessment formula also takes into account that most private property owners will have a future financial responsibility for nearby NE 46th Avenue, adjacent NE Buffalo Street and/or adjacent NE Crystal Lane, all of which are currently unpaved and would not be improved by this LID.

Because 95.3% of the LID will be paid by either City properties or properties with waivers of remonstrance, Council will retain the full prerogative to form this LID at the subsequent LID

Formation Hearing if Council approves this Resolution irrespective of whether owners of properties representing the remaining 4.7% financial share of the project elect to remonstrate.

Financial and budgetary impacts:

All individual properties' assessments in private ownership are at or below \$18,495.39. The level of confidence is Low. There are no change to staffing levels. The project is not currently in the FY 15-16 5-year CIP. The project and 10% of the LID revenue (\$159,187.51) is to be added to the FY15-16 fiscal year budget in the City's Budget Monitoring Process. 90% of the LID revenue (\$1,432,687.56) will be in the FY16-17 fiscal year budget. PBOT system development charge (SDC) revenue (\$4,114,416.11) will be in the FY16-17 fiscal year. \$516,598.96 in non-LID funding from BES for sanitary sewer improvements is pending execution of an MOU between BES and PBOT.

Community impacts and community involvement:

Cully Association of Neighbors has a lower sidewalk coverage than the City as a whole and has been briefed on the project and is expected to testify in favor of the project.

The Portland Freight Committee has been briefed on this project and is aware that the pavement condition of NE 47th Avenue is among the worst 1% of nonlocal streets in the City. Reconstruction of NE 47th Avenue will result in less competition for scarce PBOT maintenance resources and will support the possible relocation of the U.S. Post Office to a site to the north and east of the planned street improvements to which a reconstructed NE 47th Avenue will be a key means of access.

Metro staff have been briefed on this project and are supportive of the project.

The Columbia Slough Watershed Council has also been briefed on this project. The Whitaker Ponds site at which they are headquartered is in a natural area. Most of Whitaker Ponds' educational and recreational constituents arrive at the site using alternative forms of transportation and will not rely on the planned new parking lot. This project will support safer multimodal options for pedestrian, bicycle and transit access to the site.

This project is consistent with the City's Vision Zero initiative of building safer transportation facilities for pedestrians and bicyclists. Currently pedestrians are walking and riding bicycles along the fog line of a busy truck street to access Whitaker Ponds and employment centers to the east in Cascade Station and at Portland International Airport, which will increase upon relocation of the U.S. Postal Service to a nearby site. Pedestrian safety will be significantly improved by this project, thereby enhancing the pedestrian experience.

TriMet has also been briefed on this project. This project will help provide pedestrian facilities for its riders to access frequent service line #75 which has a bus stop at NE 47th Avenue & Columbia Blvd., a short 242' walk from the southern project limit of this LID.

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 3-8-16