

Portland Bureau of Transportation Responses to PSC Questions

Related to the Better Housing by Design proposals and the Connected Centers Street Plan

Questions from PSC

- 1 Concerned about the effectiveness of the incremental street connectivity approaches. Can more be done to make it attractive for developers to provide a street, such as less expensive requirements or funding?
- 2 Consider allowing on-street disabled parking spaces to be requested by other people besides just property owners, such as residents. What are the reasons for not allowing an on-street disabled parking space to be reserved for a particular individual?

1. RELYING ON INFILL DEVELOPMENT TO CLOSE GAPS IN STREET CONNECTIVITY

Good street connectivity is the backbone of safe, vibrant and healthy communities. More compact and connected street networks provide greater accessibility through more direct routes and shorter trip distances that generally result in more people walking, biking and taking transit.

Several parts of Portland do not meet the City's street spacing standards due to established development and street grid patterns. Most Eastern Neighborhoods were developed after the Second World War prior to annexation into the City of Portland and were built with large blocks, deep lots, and many lack basic infrastructure such as sidewalks. Short of demolishing the established neighborhood and starting over, the city must rely on new street connections being built through infill development.

Since the Jade District and Rosewood areas are already established neighborhoods, this plan seeks to increase the feasibility of building new street connections as infill development occurs (or at a minimum, preventing sites being built in a manner that precludes a potential connection in the future). The plan proposes allowing new streets to be built incrementally (or phases) in locations where sites are narrow, and the right-of-way needed for a full width street is not available. Currently, due to the lack of narrower street improvement options, often opportunities to build streets on these sites are missed, even if the site does not meet the City Code required street spacing standards. The Connected Centers Street Plan proposes allowing the requirement to be split across multiple properties. This would allow adjacent properties to share the responsibility of building a street and only requires a fraction of the space and cost (e.g. as little as 20 feet of right-of-way, from each site).

Staff believe that the combination of the BHD project's proposal to calculate development allowances before street dedication (so that new street connections do not cause the loss of development opportunity), combined with new types of narrower connections proposed in the Connected Centers Street Plan, will make a substantial difference in reducing the disincentives and the costs to developers of providing new public street connections rather than simply building a private driveway.

While successfully achieving new street connections will remain opportunistic and incremental, this is of necessity. PBOT does not have a funding source available to purchase properties or acquire the right-of-way and remains dependent on connections being made as infill development occurs. In order to further increase the feasibility of new connections in the Jade District and Rosewood area, the Connected Centers Street Plan proposes a Transportation System Development Charge (TSDC) project to provide a way for

the City to contribute to a portion of the cost of a public connection and to allow for credits/discounts to the required TSDC for a given development (see page 47 of the Connected Centers Street Plan).

2. REQUESTING AN ON-STREET DISABILITY PARKING SPACE

The provision of on-street disability parking spaces is governed by PBOT Parking Operations and an administrative rule. PBOT does not allow an on-street disabled parking space to be reserved for an individual, to avoid forfeiting public right-of-way to an individual's private use. If an on-street disability parking space is created it is available for public use and is not dedicated for exclusive use by any vehicle or vehicle owner. PBOT does not install on-street disability spaces for apartment buildings. An on-street disabled parking space can be installed by request from a business, but only when the business has no off-street parking, the purpose of the business is dedicated to serving people with disabilities, and only when there are no on-street disability parking spaces within a 3-block radius.

PBOT

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Chloe Eudaly Commissioner **Chris Warner** Interim Director

MEMO

To: Bill Cunningham, Bureau of Planning and Sustainability
From: Liz Hormann, PBOT Active Transportation and Safety
RE: Transportation Demand Management (TDM) requirements for development sites located far from transit
Date: November 28, 2018

Question from PSC - Consider whether TDM requirements could be applied more broadly, to areas outside frequent transit buffers that are fairly close to transit (such as Jade District multi-dwelling areas, which are surrounded by frequent transit corridors (82nd, Division, Powell).

PBOT and BPS Response:

To ensure the successful implementation of the TDM requirement for new development, PBOT and BPS advise to hold off from expanding the TDM requirement to sites located outside the close to transit buffers, for the following reasons:

- 1. The frequent transit nexus is fundamental to the TDM requirement.** The TDM Zoning Code requirement was developed to provide transportation options to residents that live in new development. While the requirement provides a variety of incentives like BIKETOWN membership, carshare credits, and Streetcar passes; the fundamental transportation incentive is value on the TriMet HOP Fastpass. Unlike some of the other transportation options, transit is the one option that provides universal access to all Portlanders. This nexus with a site being located close to transit is important for the implementation of the TDM requirement.
- 2. Don't expand the requirement without identifying a feasible funding source.** In May 2018, City Council, under Ordinance 188956, exempted all affordable units from the Multimodal Incentive Fee requirement under 33.266.410 and 17.107, for two years. Currently, PBOT does not have funding identified to provide comparable TDM incentives for the residents of affordable units in the commercial/mixed use zones or the multi-dwelling zones that have (or will be) exempted from the Multimodal Incentive Fee requirement.
- 3. Allow PBOT to take a strategic look at TDM programs, before expanding.** PBOT is developing a TDM Action Plan to advance a comprehensive strategy for meeting our City goals and a better way to assess the effectiveness of the bureau's various TDM programs. One of the questions the



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Action Plan will dig into, is what are the most effective TDM strategies and how can and should those programs be funded?

Right now, the development code TDM requirement is in its infancy. Since May 24, 2018 when the requirement was enacted, staff have only conducted four TDM reviews for new development projects; including one for a new affordable housing development. These developments won't even be occupied for another 10 to 18 months. Allowing the existing requirement to play out, through implementation, and the work of the TDM Action Plan will better inform the appropriate TDM program levers and funding sources.