

<p align="center">PORTLAND CITY COUNCIL AGENDA City Hall - 1221 SW Fourth Avenue <u>WEDNESDAY, 9:30 AM, SEPTEMBER 13, 2017</u></p>	<p align="center">Disposition:</p>
<p align="center">TIMES CERTAIN</p> <p>1006 TIME CERTAIN: 9:45 AM – Adopt the Transportation System Development Charge update 2017 rate study; establish an updated rate schedule; and amend Code, effective January 1, 2018 (Ordinance introduced by Commissioner Saltzman; amend Code Chapter 17.15) 90 minutes requested</p>	<p>See below.</p>
<p>1007 TIME CERTAIN: 11:15 AM – Appeal of Erica Ceder, DLR Group, and Appeal of Peter Meijer, Peter Meijer Architect PC, against the Historic Landmarks Commission’s decision of approval with conditions for Historic Resource Review of exterior alterations and rehabilitation of The Portland Building in the Central City, at 1120 SW 5th Ave (Previous Agenda 947; Findings introduced by Commissioner Eudaly; LU 17-153413 HRM AD)</p>	<p>No fiscal impact. Council findings support the current direction of the Portland Building Reconstruction project.</p>
<p align="center">CONSENT AGENDA – NO DISCUSSION</p> <p align="center">Mayor Ted Wheeler</p> <p align="center">Bureau of Planning & Sustainability</p> <p>1008 Consent to the transfer of Weitzel's Garbage & Recycling, Inc. residential solid waste, recycling and composting collection franchise to Portland Disposal & Recycling Inc. (Second Reading Agenda 984)</p>	<p>No fiscal impact.</p>
<p align="center">Office of Management and Finance</p> <p>*1009 Authorize a grant agreement with CASH Oregon for \$78,786 to provide financial education, counseling and free tax preparation services to low-income families and individuals in Portland (Ordinance)</p>	<p>Funding for this grant is allocated in the FY 2017-18 Adopted Budget for Special Appropriations.</p>
<p align="center">Commissioner Dan Saltzman</p> <p align="center">Bureau of Transportation</p>	

<p>*1010 Authorize an Intergovernmental Agreement with Oregon Department of Transportation in the amount of \$200,000 to reimburse a consultant for work performed on the Pedestrian Master Plan (Ordinance)</p>	<p>The total project budget is \$350,000, with the \$200,000 grant completely used to pay for consultant services. ODOT will reimburse a consultant selected and contracted through itself for an amount up to \$200,000. The City's match requirement is 12% of the total grant amount, or \$27,273 in in-kind services. This amount, as well as the remaining project budget of \$122,727, is funded by General Transportation Revenues in PBOT's FY 2017-18 budget.</p>
<p>1011 Amend Transportation System Development Charge 2007 Capital Improvement Project list (Second Reading Agenda 986; amend Ordinance No. 171301)</p>	<p>See below.</p>
<p style="text-align: center;">REGULAR AGENDA Mayor Ted Wheeler</p> <p style="text-align: center;">Office of Management and Finance</p> <p>*1012 Authorize a contract with CenturyLink Communications, LLC for public safety telecommunications related equipment, services and maintenance for a five-year contractual total not to exceed \$10,000,000 (Ordinance) 20 minutes requested</p>	

This ordinance authorizes a not-to-exceed contract amount of \$10 million over a 5-year term. It is anticipated that the majority of spending will be funded by the State of Oregon EOM 911 program. The City's primary funding responsibility is the maintenance and support of digital loggers, estimated to cost approximately \$150,000 per year. These routine maintenance costs are built into existing interagency agreements with BTS, but any future replacement costs for the digital logging system would require significant additional resources.

<p style="text-align: center;">Commissioner Chloe Eudaly Office of Neighborhood Involvement</p> <p>1013 Amend Marijuana Regulatory License Procedure and Requirements business regulations (Second Reading Agenda 994; amend Code Chapter 14B.130)</p>	<p>No fiscal impact. The amendments better align the City's definitions and categories with those of the Oregon Liquor Control Commission. In addition, they allow certain processors to obtain program licenses before structural code and building permitting licenses are final. Among other changes, it also allows for staff to inspect the premises of businesses.</p>
<p style="text-align: center;">Commissioner Amanda Fritz Portland Parks & Recreation</p> <p>*1014 Authorize the Washington Park Parking Lot Stormwater Line Intergovernmental Agreement with Metro (Ordinance) 10 minutes requested</p>	<p>IGA costs will be funded with revenues from Washington Park parking. This project is budgeted in the Washington Park Trust Fund.</p>
<p style="text-align: center;">Commissioner Nick Fish Bureau of Environmental Services</p>	

<p>1015 Amend price agreement with CMTS, LLC for on-call temporary engineering and technical support staffing services by \$4,000,000 for a total not to exceed \$5,500,000 (Second Reading Agenda 995; amend Contract No. 31000896)</p>	<p>This legislation amends the price agreement for on-call temporary engineering and technical support staffing services by \$4 million to support increased CIP project outputs and to address staff turnover, retirements and vacancies. The new contract amount will fund approximately 15 temporary contract staff. This legislation does not change the existing budget as staff time is built into the capital project budget in FY 2017-18 Adopted Budget.</p>
<p>1016 Authorize a competitive solicitation and price agreements for construction management, inspection and project support personnel for an amount not to exceed \$25,000,000 over five years (Second Reading Agenda 996)</p>	<p>This legislation authorizes a solicitation and price agreement for on-call construction management, inspection, and project support staffing services. The bureau currently manages two price agreements for these services which will expire at the end of 2017. The solicitation has a not-to-exceed amount for \$25 million/\$5 million per year over five years. The level of confidence is high. Funding is available in the bureau's FY 17-18 Adopted Budget.</p>
<p style="text-align: center;"><u>WEDNESDAY, 2:00 PM, SEPTEMBER 13, 2017</u></p> <p>1017 TIME CERTAIN: 2:00 PM – Accept 2017 Arts Oversight Committee Report on the Arts Education & Access Fund (Report introduced by Commissioner Fish) 1 hour requested</p>	
<p>No fiscal impact.</p>	

<p>*1018 TIME CERTAIN: 3:00 PM – Accept City Engineer's Report for Providence Park Stadium Expansion Above-Grade Encroachment (Ordinance introduced by Commissioner Saltzman) 1 hour requested</p>	<p>No fiscal impact to accept the report. Staff time for preparation of documents and participation in Design Review occurs on a cost-recovery basis through the City's permitting and development process. When Providence Park is a city-owned asset, the proposed expansion will be privately funded (estimated \$50-\$55 million).</p>
<p><u>THURSDAY, 2:00 PM, SEPTEMBER 14, 2017</u></p>	
<p>1019 TIME CERTAIN: 2:00 PM – Adopt the New Chinatown/Japantown Historic District Design Guidelines (Ordinance introduced by Mayor Wheeler) 45 minutes requested</p>	<p>No fiscal impact.</p>
<p>1020 TIME CERTAIN: 2:45 PM – Adopt the Central City 2035 Plan Volume 2A, Part 3, Environmental and Scenic: amend the Portland Zoning Map and Portland Zoning Codes for Environmental Overlay Zones and Scenic Resource Zones (Ordinance introduced by Mayor Wheeler; amend Code Chapters 33.430 and 480) 15 minutes requested</p>	<p>Minimal fiscal impact anticipated. There may be initial costs associated with training staff on new regulations and updating administrative materials. The costs associated with reviewing submissions may decrease slightly over time due to the fewer submissions expected under the amended code.</p>
<p>1021-1024 Central City 2035 Plan Items continued from September 7, 2017 hearing</p> <p>Individuals who signed up on September 7 will be called first.</p>	
<p>1021 Amend the Central City Plan District to increase height and floor area ratio limits on the United States Postal Service site (Previous Agenda 1000; Ordinance introduced by Mayor Wheeler; amend Code Section 33.510 and Ordinance No. 175163) 15 minutes requested</p>	<p>No fiscal impact.</p>
<p>1022 Adopt the Central City 2035 Plan; amend the Comprehensive Plan, Comprehensive Plan Map, Transportation System Plan, Willamette Greenway Plan, Willamette River Greenway Inventory, Scenic Resources Protection Plan, Zoning Map and Title 33; repeal and replace prior Central City plans and documents (Previous Agenda 997; Ordinance introduced by Mayor Wheeler) 2.25 hours requested for items 1022-1024</p>	<p>See below.</p>

1023 Adopt the Central City 2035 Plan Action Charts, Performance Targets and Urban Design Diagrams (Previous Agenda 998; Resolution introduced by Mayor Wheeler)	See below.
1024 Adopt the Central City 2035 Plan Green Loop Concept Report (Previous Agenda 999; Resolution introduced by Mayor Wheeler)	See below.
1006 Adopt the Transportation System Development Charge update 2017 rate study; establish an updated rate schedule; and amend Code, effective January 1, 2018	

As in the past, the updated TSDC methodology is based on an improvement fee only structure. As such, the TSDCs are designed to obtain the costs of planned capital improvements that expand capacity in the transportation system across all modes of travel for future users associated with new development. The methodology established the base level of service as the current system facility value per person trip. Existing system facilities were acquired and developed to meet the needs of existing users; a proportionate level of future investment per person trip is needed to maintain the current level of service. Any additional capacity investments up to this base level of service cost per trip are therefore needed to equitably recover capacity costs from future system users. These reductions serve to reduce the TSDC fee per person trip since the TSDC projects can be funded from a variety of sources.

Based on input from stakeholders, PBOT directors support TSDC rates based on funding 50% of the eligible TSDC project costs. This is also based on a comprehensive review of fees and charges assessed to development and will result in approximately \$177 million to \$295 million in revenue over the next 10 years, depending on actual growth realized and the amounts of exemptions, credits, and discounts granted. (In the past 10 years, the City has assessed fees of transportation facilities totaling \$75 million). Eligible costs of the proposed TSDC Update project list total \$589.3 million, including \$95 million for regional projects.

Major differences from the prior 10-year cycle methodology: in December 2016, Council authorized PBOT to utilize a “person trip” methodology that better reflects the multi-modal characteristics of Portland and measures PM peak hour travel rather than daily travel to assess the impacts of when the system is most in demand. Furthermore, the proposed fee schedule contains land use categories that have been combined or eliminated for simplicity, resulting in four categories for residential development. Similarly, the new schedule contains land use types applicable for tenant improvements that have been combined or eliminated for increased cost predictability to businesses applying for tenant improvement permits.

1011 Amend Transportation System Development Charge 2007 Capital Improvement Project list

There is no net change to SDC eligible costs since increases in SDC eligible costs for four projects are offset by decreases in four other projects. Additions to project budgets do not have an impact on discretionary transportation resources (General Transportation Revenue) as additional funding is from external grant resources and/or leverages Fixing Our Streets-funded work. The outside funding supports PBOT’s ability to cover non-SDC eligible costs and decreases pressure on discretionary revenues that would otherwise be required to complete the projects. The \$19.5 million increase in the four projects’ budgets are the result of increased project scope to meet community needs and do not reflect cost overruns. The changes do not increase SDC rates or change overall modal eligibility. PBOT will incorporate the recommended changes to its CIP in the normal budgeting process.

1022 Adopt the Central City 2035 Plan; amend the Comprehensive Plan, Comprehensive Plan Map, Transportation System Plan, Willamette Greenway Plan, Willamette River Greenway Inventory, Scenic Resources Protection Plan, Zoning Map and Title 33; repeal and replace prior Central City plans and documents; and

1023 Adopt the Central City 2035 Plan Action Charts, Performance Targets and Urban Design Diagrams

These documents outline goals, policies, and aspirational performance targets for the Central City as part of

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Portland's 2035 Comprehensive Plan. While there is no fiscal impact to accept this report, there will be costs to the City to implement the projects outlined in the accompanying work plans. There are currently no cost estimates provided for these projects, which the responsible bureaus and jurisdictions will refine and present to Council. Some of this work may be within current bureau responsibilities and appropriations, and others may require additional funding.

1024 Adopt the Central City 2035 Plan Green Loop Concept Report

There are currently no cost estimates available for this project. Implementation of the Green Loop will require project-specific funding over time. No specific funding sources have been identified at this time, but the bureau anticipates sources to include City General Fund, state and federal grants, and private philanthropy. Some initial elements of the Green Loop have been included in the Transportation System Plan project list as included in Item 997 above.