

PBOT

PORTLAND BUREAU OF TRANSPORTATION

1120 SW Fifth Avenue, Suite 800 Portland, OR 97204 503.823.5185
Fax 503.823.7576 TTY 503.823.6868 www.portlandoregon.gov/transportation

Steve Novick Commissioner **Leah Treat** Director

Memorandum

To: Mayor Charlie Hales, Commissioner Steve Novick

From: Denver Igarta, Portland Bureau of Transportation (PBOT)

Cc: Leah Treat (PBOT Director), Susan Anderson (Bureau of Planning & Sustainability Director), Katie Shriver (Commissioner Novick's office), Camille Elmore-Trummer (Mayor Hales' office), Eric Shaffner (City Attorney's office), Joe Zehnder (BPS), Eric Engstrom (BPS), Art Pearce (PBOT), Kurt Krueger (PBOT), Christine Leon (PBOT), Judith Gray (PBOT)

Subject: Street connectivity requirements in 2035 Comp Plan Centers

Date: October 28, 2016

A series of internal meetings (involving staff from PBOT, Bureau of Planning and Sustainability and the City Attorney's Office) were held earlier this year to explore two options for improving street connectivity in areas designated for higher levels of growth within the new 2035 Comprehensive Plan, specifically Centers.

OPTION 1: 2016 Council Policy Directive

An option for immediate action by Council policy directive was developed to avoid missing opportunities for street and pathway connection in the event of a surge in development with the adoption of new zoning code and maps to implement the 2035 Comp Plan. The directive by Council ordinance serves to provide further guidance on applying Title 17 within Centers in Eastern Neighborhoods in application of 17.88.040 (Through Streets) code requirement which is already in place, refer to Attachment A (2016 Council Policy Directive). This action by Council would serve as a starting point to provide near-term direction and the approval could occur with the adoption of the Comp Plan Early Implementation Package. No changes would be made to City Code; however, Title 33 or Title 17 changes could be considered with Option 2 Street Plan. The proposal is as follows:

- A. Council policy directive adopted by Ordinance
 - a) A permit application that meet the criteria outlined below (B) will trigger the code requirement.
- B. Criteria for applying 17.88.040 code requirement Comp Plan Centers in Eastern pattern areas, refer to Exhibit A:
 - a) Geographic location
 - b) Development proposal criteria
- C. Consider eligibility for TSDC credit



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OPTION 2: Connected Centers Street Plan

The Connected Centers Street Plan was funded as part of the FY 2016-17 budget. The Plan will be developed, focusing on the Jade District and Rosewood Neighborhood Centers (NCs), to create a tailored, comprehensive approach to achieving connections in East Portland and will serve as a model for subsequent street plans in Centers citywide. The plan will recommend policy support, regulatory improvements and other implementation tools. Completion date is Summer 2017.

- A. Street Plan deliverables
 - Best practices report
 - Needs and opportunities analysis for Jade District and Rosewood NCs
 - Map of parcel-based connectivity scores for study areas, and opportunities for new connections.
 - Connectivity Analysis and Concepts report
 - Safe routes to Centers: ped and bike networks for neighborhoods surrounding Jade District and Rosewood NCs
 - Site analysis memo
 - Site Design Analysis Memo, which includes Prototypes and Code Concepts
 - Connected Centers Implementation Plan
 - Master Street Plan Map for each of the two study areas.
 - Regulatory improvements in the form of suggested amendments to City Code and Administrative Rules
 - Site design tools/concepts
 - Connected Centers Template for Plan replication in other Portland centers
- B. Further direction on application of 17.88.040 code requirement
 - a) Proportionality trigger
 - Impact (multimodal trips): Exaction ratio (*adapt the concept developed for the Major Public Trail rule as part of CC2035*)
 - b) Financial/development incentives to explore
 - SDC credits, street or pathway subsidy, ROW acquisition fund, etc.
 - Development bonuses, credits, lot size calculation, etc.
 - Potential funding for new street or pathway connection subsidy or ROW acquisition, etc.

Attachment A: Title 17 Public Improvements, Chapter 17.88 Street Access

NOTE: No changes are proposed to code language

17.88.040 Through Streets.

(Replaced by Ordinance No. 177028; amended by Ordinance No. 184957, effective November 25, 2011.) Street connectivity provides access to adjacent properties and reduces out-of-direction travel. New or expanding development must include the following:

A. Through streets as required by the Director of the Bureau of Transportation connecting existing dedicated streets, or at such locations as designated by the Director of the Bureau of Transportation, shall be provided for any development or redevelopment.

B. Partial-width streets as required by the Director of the Bureau of Transportation where full-width streets could reasonably be provided in the future with the development or redevelopment of abutting property.

C. New residential development or development in existing or future mixed-use areas that will require construction of new street(s) must:

- 1.** Respond to and expand on the adopted street plans, applicable to the site or area, or in the absence of such plan, as directed by the Director of the Bureau of Transportation;
- 2.** Provide for street connections no further apart than 530 feet, except where prevented by barriers such as topography, railroads, freeways, pre-existing development, or natural features where regulations do not allow construction of or prescribe different standards for streets;
- 3.** Provide bicycle and/or pedestrian connections when full street connections are not possible, no further apart than 330 feet except where prevented by barriers as noted above;
- 4.** Limit the use of cul-de-sac or closed street systems; and
- 5.** Include street cross section(s), as directed by the Director of the Bureau of Transportation.

D. Street and pedestrian/bicycle spacing standards may be modified in areas of exceptional habitat quality to the following standards:

- 1.** Where streets must cross over protected water features, provide crossings at an average spacing of 800 to 1,200 feet, unless exceptional habitat quality or length of crossing prevents a full street connection.
- 2.** Pedestrian and bicycle connections that cross protected water features should have an average spacing of no more than 530 feet, unless exceptional habitat quality or length of crossing prevents a connection.