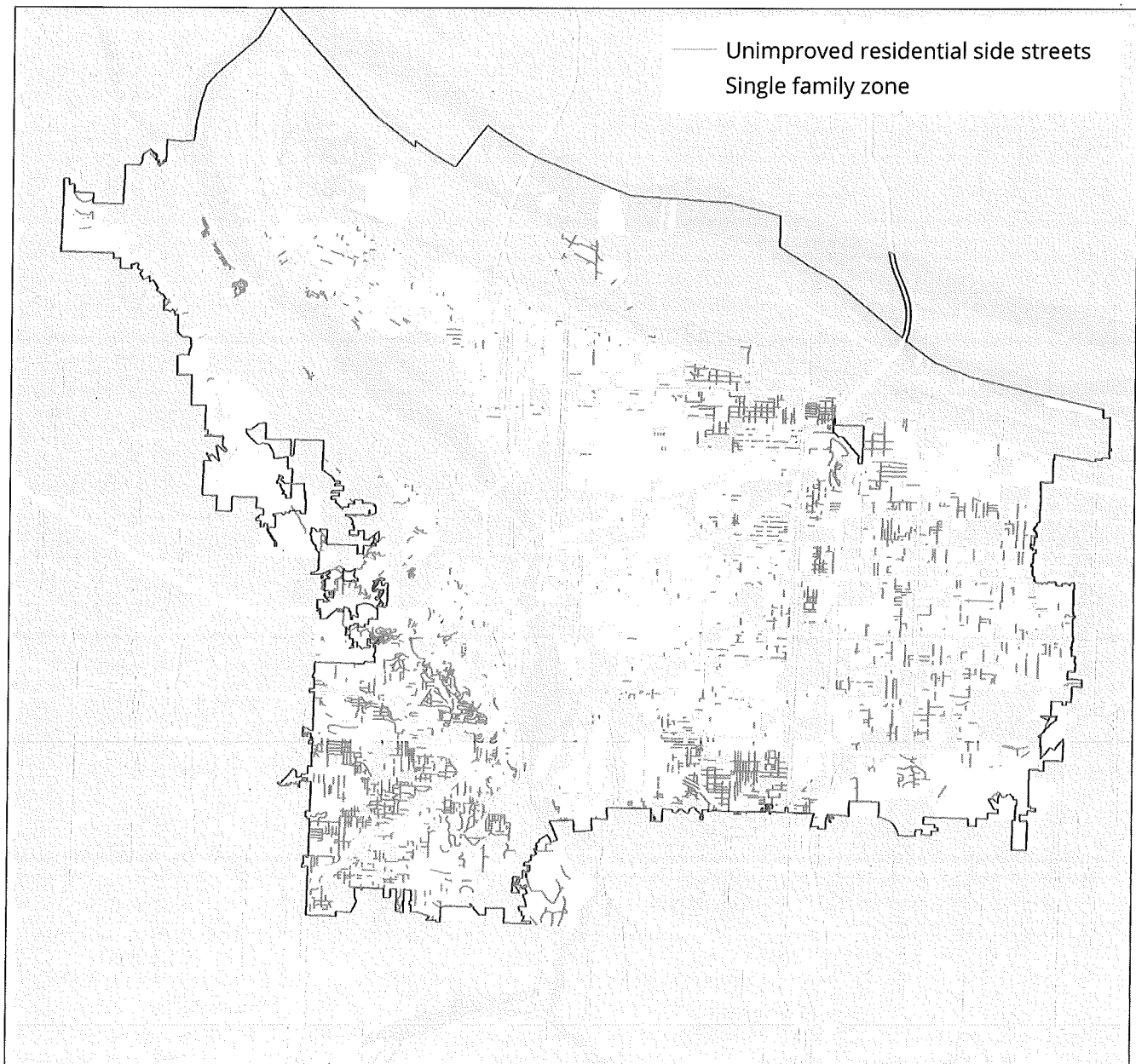


Unimproved Residential Side Streets

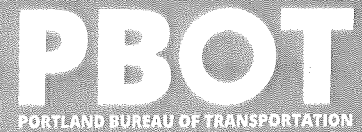


For more information about the Neighborhood Streets Program, visit: www.portlandoregon.gov/transportation/58466 or contact Anne Hill at 503.823.7239 or anne.hill@portlandoregon.gov.

For more information about the Local Transportation Infrastructure Charge, visit <https://www.portlandoregon.gov/transportation/68843> or contact Kurt Krueger at 503.823.6964 or kurt.krueger@portlandoregon.gov.

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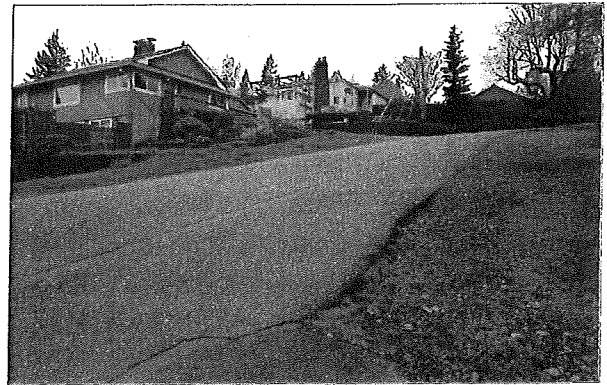
NEIGHBORHOOD STREETS PROGRAM



Why do we need a Neighborhood Streets Program?

In Portland, a little less than 4% of the 1,181 miles of residential side streets are unimproved—dirt and gravel. Another 17% of these streets are under-improved—some pavement and/or sidewalks, but no street curb. Unimproved streets make it difficult for neighbors to safely and easily walk through their communities to get to work, school, parks, and shopping destinations.

In Spring 2016 the City adopted the Local Transportation Infrastructure Charge (LTIC), a charge on new infill development occurring on these streets in single-dwelling residential zones. With the charge in place, the City is now designing the Neighborhood Streets Program (NSP), a framework to determine project selection, outline design standards for the new improvements, and to establish the overall project financing strategy.



For the purposes of the NSP, “unimproved residential side streets” are defined as streets in single-dwelling residential zones, used for local traffic, and are currently dirt and gravel, or have some minor improvements, but are lacking curb (and possibly stormwater management or room for people walking).

Planning Timeline

2015	2016	Winter 2017	Spring/Summer 2017	Summer/Fall 2017	2018+
LTIC		Neighborhood Streets Program/Planning			
Provides a predictable and fair approach for property owners building a new house to meet their transportation improvement obligations. Adopted April 2016.	Listen and analyze: Community values and priorities Study and analyze: Scope of problems and potential funding solutions	Listen and study: Community feedback on Prioritization Principles Targeted outreach to residents and property owners on unimproved streets Craft recommend funding mechanisms and models	Finalize Framework: Recommended Design, Funding, Process City Council: NSP Framework and direction for LTIC allocation	Select, design, fund and build	

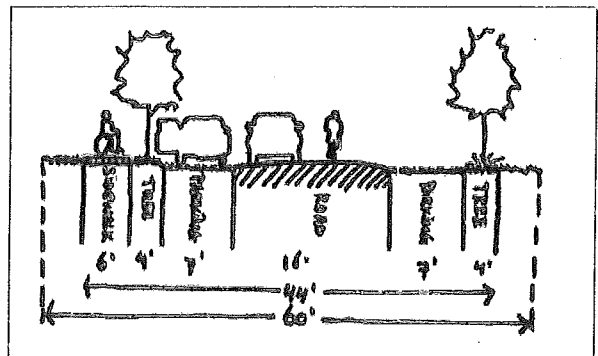
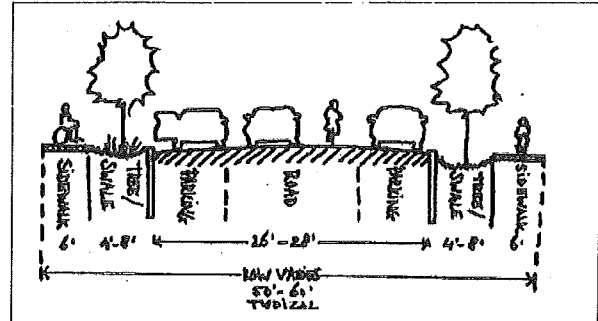
NEIGHBORHOOD STREETS PROGRAM

What will be included in the Neighborhood Streets Program?

Recognizing the need to actively address the complexity of issues with unimproved streets, PBOT has begun planning for a new program. The NSP planning phase will result in a comprehensive program to fund and construct improvements on unimproved residential side streets. To ensure the program's effectiveness and equitable outcomes, PBOT is working with residents and property owners on unimproved streets to create a plan that addresses the three major functions of the program:

- » **Standards**—what street standards should be applied in what situations.
- » **Funding**—what public sources of funds should be dedicated to funding neighborhood transportation improvements and what level of private funding is reasonable to expect.
- » **Prioritization**— how the City will go about allocating limited funding for these improvements while balancing competing needs.

Traditional (top) and an Alternative Street Design



Source: City of Portland Street by Street Initiative

What streets are included in the Neighborhood Streets Program?

The Neighborhood Streets Program is dedicated to solving the longstanding issue of unimproved residential side streets. These streets are located throughout Portland in all types of neighborhoods (to view the online interactive map of unimproved streets go to: <https://www.portlandoregon.gov/transportation/72452>). The NSP will address capital projects and will not include operations and maintenance.

Why not other streets?

Busier streets in Portland, such as arterials, have different programs and funding strategies, such as Fixing Our Streets and transportation grants.

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DOZA

EXECUTIVE SUMMARY

BACKGROUND

Portland has received national and international acclaim for supporting a high-quality built environment through planning and urban design. In part, this is due to its long-standing tradition of design review. Thoughtful application of design guidelines, standards, and review processes has created a central city renowned for its public realm and pedestrian-friendly environment.

Portland is predicted to grow by an additional 123,000 households by 2035, and the concordant boom in development must serve the needs of an increasingly diverse population. As the City applies the design overlay tool to new areas of the city and continues to ensure high-quality design during this period of unprecedented growth, some questions arise:

- How can design review evolve to better respond to the changing development environment?
- What improvements could be made to both the processes and tools to allow for the greatest benefit and least burden to all stakeholders?

This time of dramatic change presents an opportunity to reflect on the successes of design review and contemplate how it can better serve Portlanders into the future. The Design Overlay Zone Assessment (DOZA) was initiated by the Bureau of Planning and Sustainability and Development Services to examine these questions.

The City retained a consultant team, headed by Walker Macy, to produce a third-party assessment and a set of recommendations to improve the system. City staff provided the consultant team with a research and background information about the development in the design overlay. The consultant team examined peer cities, interviewed people and organizations, and looked at projects that have been built. As a result of that analysis, a set of findings was generated and an initial set of recommendations were made. The final recommendations, contained in this report, were informed by this work and by feedback from with the Design Commission, the Planning and Sustainability Commission and the public, including the AIA Urban Design Panel.

The design overlay has been, and continues to be, a good technique for integrating the public realm and private development, but it has experienced some organizational drift. It will be useful to refocus this process on urban design outcomes using relevant guidelines drawn from explicit and well-vetted urban design thinking. This should provide applicants, designers, staff, and Commissioners the support and guidance they need.

GOALS OF RECOMMENDATIONS

We believe that these recommendations, if adopted and implemented, will greatly improve the method of applying design review, with enhanced transparency, accountability, and management. The city has benefitted from decades of a thoughtful review of development. A valued and useful regulatory system can be made better through a number of steps, some relatively simply to administer, others requiring more depth.







The following goals have informed various recommendations:

- **Support high quality design in development projects through a process that is efficient and effective.**
- **Ensure that applicants and the public have access to the process and understand appropriate times and methods to be engaged with it.**
- **Balance the need to consider context with the need for a clear and predictable system.**

Recommendations are divided into two categories – Process and Tools. They are listed in the following pages.

PROCESS RECOMMENDATIONS

**PRIORITY**

- 1 Adjust the thresholds for design review to provide a high level of review for larger projects in d-overlay districts but lessen the level of review for smaller projects.
 - a. Restructure the thresholds based on two geographies: 1) Central City and 2) Neighborhoods: Inner, Western and Eastern – including Gateway.
 - b. Modify thresholds for design review to reflect a tiered approach based on the magnitude of change.
- 2 Improve the review processes with a charter, better management of meetings and training for both the Design Commission and staff.
 - **PRIORITY** a. Adopt a new charter for the Design Commission.
 - **PRIORITY** b. Manage Commission meetings more effectively.
 - c. Provide training for staff.
 - d. Convene regular Design Commission retreats.
- 3 Align the City's review process with the design process.
 - **PRIORITY** a. Organize the City's review process to correspond to a project's typical design process.
 - **PRIORITY** b. Focus deliberations.
 - c. Require DARs for Type III reviews for larger projects in the Central City.
 - d. Expect a collaborative attitude from all participants.
- 4 Better communicate the role of urban design and the d-overlay tool.
 - **PRIORITY** a. Improve public information and education.
 - b. Hold applicant orientation "primers" on a regular basis.
- 5 Improve the public involvement system.
 - **PRIORITY** a. Post large signs noting impending reviews.
 - b. Increase mailed notices for Type II and Type III reviews.
 - c. Require applicants to document community input.
 - d. Ensure inclusivity in decision-making process.
- 6 Monitor and evaluate these amendments.
 - a. Document where changes are occurring and what the impacts are. The analysis should be evaluated by BPS, BDS, Design Commission, and Planning and Sustainability Commission.
 - b. Formalize the annual reporting in Design Commission's "State of Design."
- 7 Consider establishing more than one Design Commission following a period of evaluation.

TOOLS RECOMMENDATIONS

PRIORITY

- 1 General | Clarify and revise the purpose and scope of the d-overlay.
 - a. Revise the purpose statement for d-overlay to reflect current thinking.
 - b. Simplify d-overlay terminology.
 - c. Clarify the scope of design review.
- 2 General | Sync the standards and guidelines.
 - a. Use a parallel structure for standards and guidelines.
 - b. Combine the standards and guidelines into one document.
 - c. Create a consistent format.
 - d. Separate out historic review criteria.

PRIORITY

- 3 General | Use the three tenets of design to simplify, consolidate, and revise the Standards and Guidelines.
 - a. Respond to context.
 - b. Elevate the public realm.
 - c. Expand "quality and permanence."
- 4 General | Broaden "base/middle/top" to encompass other design approaches.

- 5 General | Recognize the unique role of civic buildings in urban design.

PRIORITY

- 6 Community Design Standards | Ensure that the CDS add value to recently adopted base zoning codes.

PRIORITY

- 7 Community Design Standards | Provide for optional ways of meeting standards.
- 8 Community Design Standards | Craft appropriate standards for the Gateway area.
- 9 Community Design Standards | In recrafting the Community Design Guidelines, recognize the changing nature of the city.
- 10 Central City Fundamental Design Guidelines | Collate special district design guidelines into one citywide set.
- 11 Central City Fundamental Design Guidelines | Revisit and simplify some of the guidelines.
- 12 Central City Fundamental Design Guidelines | Collate the subdistrict guidelines into the Central City Fundamental Design Guidelines.

PROPOSED THRESHOLDS

(New column)
↓

NEW CONSTRUCTION

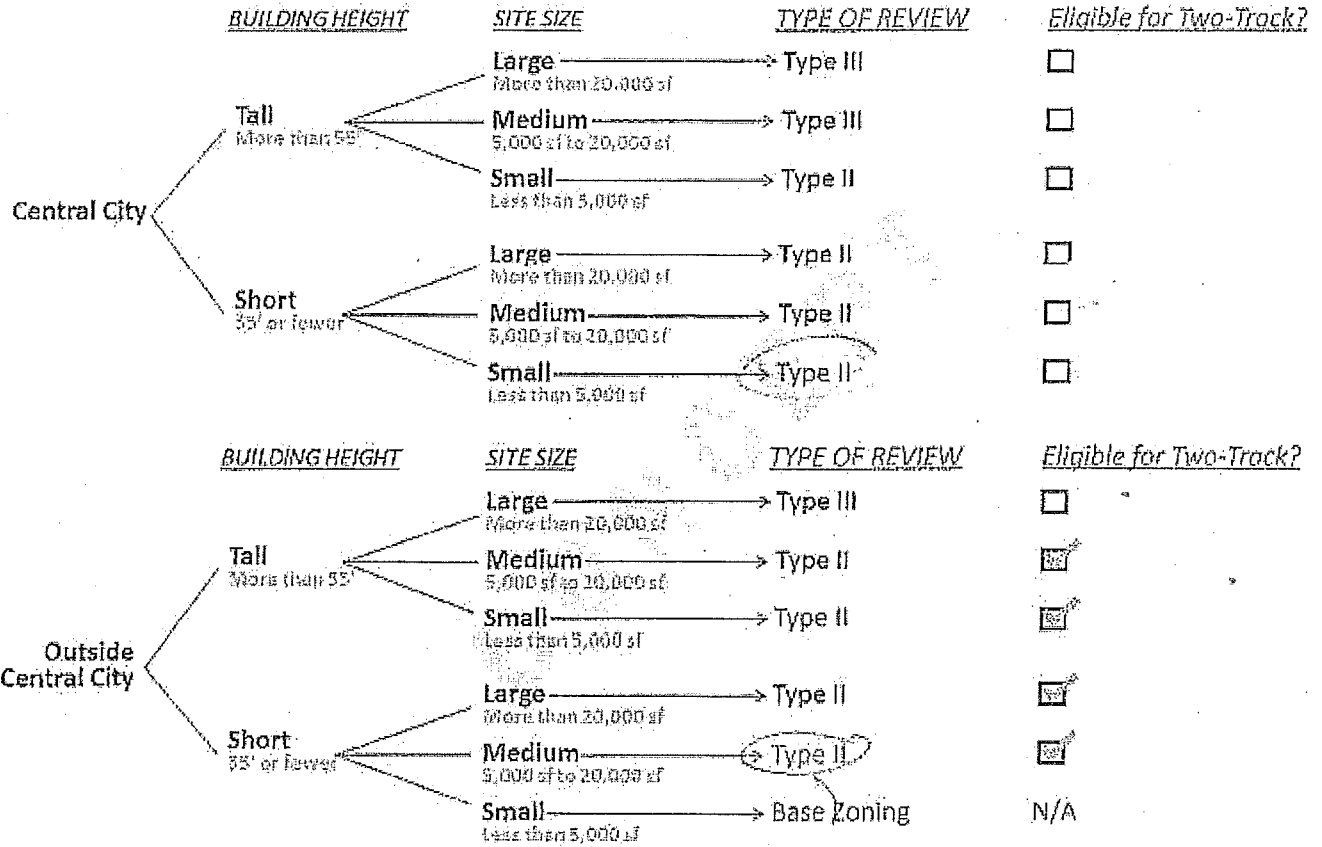


Figure 3.1 Proposed Thresholds for New Construction

