**NEW ADMINISTRATIVE RULE: THRESHOLDS FOR FRONTAGE IMPROVEMENTS AND DEDICATION REQUIREMENTS PUBLIC HEARING**

Remote via Zoom

February 27, 2024 | 4:00 – 5:00 PM

**Testifiers:** Michael Susak, Mark Bello, R.A. Goodblatt

**Other Attendees:** Michael Karin, Jacob Loeb

**Portland Bureau of Transportation Staff Present:** Matt Berkow, Tammy Boren-King, Clark Goldenrod, Eric Hesse, Kurt Krueger, Matthew Machado, Tyler Mann, Michael Pina

**Agenda:**

Welcome
Overview of Proposed New Administrative Rule
Testimony
Adjourn

**Meeting Materials:**

Meeting website: https://www.portland.gov/transportation/development/thresholds-frontage-improvement-and-dedication-requirements

**Meeting Notes:**

Welcome
Matt Berkow welcomed participants and gave overview of the agenda.

Overview of Proposed New Administrative Rule
Matt Berkow gave an overview of the rule. It is a new rule that describes the two thresholds that PBOT uses to determine when frontage improvements and ROW dedications are required. It implements existing code that PBOT has been applying for decades. Primary objective is to provide better information to the public, helping applicants plan and budget their projects. The rule largely reflects current practice, with some updates including to better align with the city's Transportation System Development Charge program and to reflect recent policies including middle housing.

The rule should provide greater transparency and allow applicants to move through the process in a timely manner.

Testimony
Clark Goldenrod gave ground rules/expectations for testimony.

*Michael Susak* – Susak Properties –development work, helps builders get their permits. Wrote in a comment, and wanted to also listen in. The amount of improvements required becomes more prohibitive to develop and deliver affordable housing. Concerned about the smaller scale builds, improvements add a huge cost to the build. Wondering if there will be relief. Lack of consistency.

*Mark Bello* – Note of appreciation for codifying the process. A former City of Portland planner. Felt like when we relaxed requirements for ADUs could've also profitably followed up with a few extra units for affordable housing. A few multi-dwelling projects that could have ADUs have been stymied by the cost of exactions. Suggest creating a non-conforming development scenario, a threshold of what's most important. Often hit a wall in transportation.

*R.A. Goodblatt* – This is because of additional ADUs. The big mistake is that PBOT insists on using the ITE manual, which doesn't work for small living units. A client of R.A.'s did a traffic study years ago and the site was well below the numbers in the ITE report. PBOT is not really considering commercial living units in this process. It pretty much helps homeowners and nothing really changes for commercial projects

Sees inconsistent thresholds, and can't count on consistency to move through the system. PBOT is enforcing rules that don't exist. Would like to see check sheets with full code sections.

<u>Adjourn</u>