



Land Use and Transportation Committee
Wednesday, March 25, 2015, 7:00pm–9:00pm
Northeast Coalition of Neighborhoods Office
4815 NE 7th Avenue, Portland, OR
DRAFT Minutes

Meeting Attendees:

Loulie Brown
Nan Stark (Planning Bureau)
Anjala Ehelebe
Micah Meskel
John Cole (Planning Bureau)
Mitchell Snyder
Garlynn Woodsong
Anne LaBorde
Morgan Tracy
Allan
Madison Weakley
Dave Johansen
Rachel Lee
Andy Sheie

Introductions. No February minutes available.

Pembina Energy Terminal Discussion led by Michah.

Asked City for fair public process, and asked for a third-party review. City said there's an extension of sorts, adding a work session, hearing date is April 7. Pembina presented their Quantitative Risk Assessment (safety information) on March 10, 2015, invitation only. Didn't have NECN representation there. The Hayden Island community had previously created a white paper showing risks, which were pretty scary. The QRA took into account frequency, which Micah thinks was important. But, it didn't cover risks of shipping in vessels, the Coast Guard report is supposed to deal with that. Worst case scenario, the vessel is the largest collection of propane in Portland and could be a target of terrorists. Most rail information was left out. (Not Pembina's responsibility, it's the railroad's responsibility, says Pembina.)

It seems a deflection on Pembina's part, but they truly don't have control over train loads. True. But we do have control over the facilities we build or have built. Their QRA consideration is based on one railcar with propane, but typically railcars with propane have dozens of propane cars. They will include the effect of many cars in an amendment. If they provide that amendment the end of March and beginning of April, it gives a week or less to review.

Still a lot of unknowns. Lots of neighborhoods have submitted letters against the terminals. Asks for LUTC to write to the city and request postponement of the decision until all of the facts are in. (Previous concerns brought out by NECN were emissions both locally and climate wise. Pembina has testified that propane is a "bridge fuel" and might be beneficial to get away from coal. Maybe not, in a global market.) 7 of local emissions and global impact of 1% of Asian emissions. OR 760,000 additional cars on the road in the metropolitan area. For 30-40 permanent jobs. Huge financial investments in the area. Pembina has committed 3 million to a community fund yesterday for use in Portland. Propane ----- was denied in Longview just two weeks ago. Are we going to undo that?



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Do we know Pembina's backup plan? No. They could still burn it off. Find another port. The numbers account for just the burning of the propane, doesn't account for transport, storage, refrigeration, and shipping. This propane is a byproduct of fracking, and the facility would make their entire extraction of tar sand oil, fracking oil portfolio more efficient.

Lots of support from trade workers, dock workers are against it because of interruption of other cargos.

AE says this ties in with Woodlawn efforts to clarify the extent of potential explosive danger near the train tracks in Woodlawn where there are two propane and one alcohol storage site all within one mile. Leaving out hazardous cargoes, there is a large potential danger. Adding propane, oil, coal and fertilizer cargos greatly increase the danger.

Micah says we need to say "what's the rush".

Garlynn asks if we have a quorum, yes, we have seven. Makes the motion that we need more time to make an informed decision. There are a few pending reports from Pembina and the Coast Guard, and in addition, is this compatible with Portland's green ethic? We have three member organizations Concordia, Humboldt, and Woodlawn, that have already taken stances against Pembina, Concordia saying here's safety and global warming ill effects and no information supporting good effects. NECN took a position requesting more time. Garlynn asks, do we want to base a letter on Concordia's, yes, "we oppose it, don't go approving things without having all of the necessary studies in" Micah suggests forming an email committee to draft a letter. Loulie moves that the LUTC form a committee to draft a letter for the NECN Board to oppose the Pembina project given the information we have at this time, and requesting the Planning and Sustainability commission postpone their decision until the receipt of the coast guard report in August, seconded by Micah. Approved unanimously.

College & Hospital Zoning updates from the Comp Plan (John Cole, BPS)

Campus Institution Zoning Update (see handouts of his PowerPoint) in our NECN, we have Concordia, PCC Cascade and Emanuel Hospital. The city thinks these institutions will provide the lion's share of the jobs in the next 20 years but at the moment there's not the development potential on these campuses as currently zoned. He's been working with an advisory group for the past year, Mike Warwick has attended, and the group helped him generate a staff proposal. Thus, he's taking this staff proposal on the road for our education and comments.

Summary, two kinds of institutions, urban and residential. All hospitals would be urban, plus PCC Cascade and PCC SE. The various institutions would have to apply for rezoning as these types. Garlynn asks could they ask for split zoning, (using Pcc Cascade, along Humboldt a residential campus, along Killingsworth an urban area). John hasn't been asked that yet, doesn't know. Slightly different uses between types. Want business incubators to be able to locate on the campuses. Maximum 150 ft. height buildings, with step backs. Garlynn respectfully disagrees that lowering the Floor Area Ratio should be a feature of the residential campus, because Concordia keeps trying to expand into neighborhoods. John says they want to encourage expansion up



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rather than out. In locations where the hearings officer has approved a mitigation they can build up within that line. John emphasizes that even at .5 FAR these college campuses still have lots of development potential. Why don't we have step down requirements everywhere, and not create campus industrial zoning. John, to encourage building towers rather than 5 story buildings as most campus architects like. (Is that really what he said was the goal?) This change of zoning would be an option, but now the three in our area want the city council to zone-em-all at once to avoid the need for separate zoning hearings. John will be meeting with his advisory group April 9, for their last meeting. July 14th, next hearing where they'll take testimony.

John.cole@portlandoregon.gov 503 823-3475 He says minutes of past meetings and reports are on the following website: www.portlandoregon.gov/bps/institutions

Garlynn asks if Concordia has been updating their campus plan in the meanwhile. John doesn't know. Garlynn asks: Does your FAR include structured parking? Yes, Good, please specify this.

Micah asks is there minimum acreage? Yes, 10 acres. Micah asks what about high schools? Sure, maybe if the high school is 10 acres or more, if they're interested. What is the zoning for assisted or senior living centers? Marylhurst has an assisted living center on their campus, maybe it's annexed as another business, but wouldn't qualify as a residential portion. Nan says they are zoned residential usually.

Concerns by neighborhoods about traffic and parking, when the campus comes in and asks for the zone change, the city will ask them to show how they will accommodate the growth and traffic on their campus. Then the City will review the campus transportation demand management program, while inviting the neighbors in to comment.

----- asks about Neighborhood centers and Town Center circles that intersect the campus zones, if there is such an intersection, would the city approve more apartments and higher capacity buildings? Maybe.

RICAP7 Morgan Tracy with one page double-sided handout reports (humorously says his office takes care to straighten out what happens after John and his crowd have made the plans; make the code to tie up the loose ends). They are having a planning commission hearing April 26, 2015, the hot button items are 2 application submittals, giving more time for neighborhoods to comment. 42 gives a time limit for that meeting. Item five clarifies measuring SHED roofs. Question on 27, allows building fencing in residential zones to screen incompatible uses. Item 31, depends on how much of a building you are altering, and or, intended for this to be large scale, more than half, more than 1500 ft.

Riley Whitcomb from Parks about Systems Development Charges (with multi-page stapled handout) every five years they are required to examine the fees to see whether they are over or undercharging for these. Started last year to do this. Developed a methodology based on acres per thousand (see link on 3rd page to download the document). Using the old methodology required more acres that were practical. Now looked at investment per person. (Average occupancy rates) Used the Real Market



Value as an indexable number. Developed replacement cost values for everything in every park. This technique resulted in numbers that related well to a city that has no physical boundary expansion to do.

Urban renewal funds, grant funds, find other funds to buy down the fees. Got it down to 88% of the real impact. Dorms on college campuses are exempt.

Why is central city cheaper? Because everything to do with occupancy, fewer people living per square foot in central city.

Btw, affordable housing is exempt, no charge.

The percentage is raised, but the dollar value raised is minimal.

This is to address the impacts of growth, cannot be used for maintenance. Are System Development Charges based on the old ways of demolishing and rebuilding? Yes.

Requests neighborhoods support on this. He thinks the green wedge on the pie chart might get a bigger, if these changes are put in effect. See the revenue taken in by year, (the fees never changed) the increase between 2013 and 2014 was because of increased development.

SELA Anjala explains the group called SELA (Safe Energy Leadership Alliance) based in the King County executive's office. They're trying to enlist tribes and officials and states all across the PNW against oil transport. (Currently has members in BC, California, OR, ID and MT.) Woodlawn has reached out to them and shared our concerns and are keeping them posted. A subcommittee of Woodlawn LUTC members is doing massive research into the potential dangers.

Eliot says there's 24-unit building going up on Vancouver the zoning is wrong, a RX zone, with an apartment being built. Also, at 16th and Killingsworth there's a planned project at site of convenience store, going to be a pretty large building with 70 units. Built in two phases. Apartments for Concordia students.

Pdc plan. Working group didn't submit comments in a timely manner because of lack of draft minutes to remind them.

Tri-met nne service plan comment window may still be open. Any interest in forming a subcommittee to draft comments on it? Put it on next month's agenda.

Garlynn reports:

20s bikeway. City responded to Concordia letter, they will put diverters o it.

An intern has been hired and is working on alleys in Boise and Eliot.

VBC might start a new category on alley repair.

Nan says thanks for all the comments that NECN LUTC and neighbors brought to the comp plan about health concerns, trains, etc.



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Who wants to be on the email chain to work on the letter re Pembina? Micah, Anji, Garlynn, Loulie to edit.

Adjourn 9:06.