



NORTHEAST COALITION  
OF NEIGHBORHOODS

## Land Use and Transportation Committee

Wednesday, July 27, 2016, 7-9 pm

NECN Office: 4815 NE 7<sup>th</sup> Avenue

Final Minutes

### Meeting Attendees

- Anjala Ehelebe, Woodlawn
- Dennis Kennedy, Woodlawn
- Rob Sadowsky, Bicycle Transportation Alliance
- Nan Stark, Bureau of Planning and Sustainability
- Ander Riley, 1,000 Friends of Oregon
- Dave Johansen, Alameda, Co-Chair
- Daniel Pirofsky, Sullivan's Gulch
- Phil Nameny, Bureau of Planning and Sustainability
- Garlynn Woodsong, Concordia, Co-Chair
- Loulie Brown, Sabin Community Development Commission
- Carson Mead, Vernon
- Nicholas Starin, Bureau of Planning and Sustainability
- Rev. Lynne Smouse Lopez, Concordia
- Melinda Matson, Boise
- Jim Howell, King
- Zena Rockowitz, NECN

### Introduction and Approval of May and June Minutes; August meeting

May and June meeting minutes were approved as amended with two members abstaining. LUTC will meet in August and will dedicate the meeting to Residential Infill. Portland for Everyone will be invited to talk. We will revisit 7<sup>th</sup> and 9<sup>th</sup> avenue discussions until September, if PBOT is ready to talk about 7<sup>th</sup> and 9<sup>th</sup>.

### Bicycle Transportation Alliance (BTA), Policy and Programming, Rob Sadowsky

- Celebrating 26<sup>th</sup> year and have 15 FTEs
- Adding transit and walking to mission
- Goal is complete and safe streets; less carbon and congestion
- Primary focus is in Multnomah and Washington County
- Areas of work:
  - Safe Routes to School Program: teaches pedestrian and bike safety to students
  - Movement building: creates political clout and community



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- Policy work: Vision Zero and Safe Routes to School funding and programming
- Will work on educating people in mobility and give them licenses
- Street car
- Home zones and commercial zones
- Vision Zero on small scale: Carve out 8-10 square block
- Tiny Sunday Parkways: encourages physical activity; allows walk and transportation audit of block
- Projects - NE specific
  - Big Street Safe: Want to find a protected/physically separated bike lane
  - 7<sup>th</sup> and 9<sup>th</sup> project
  - Fixing gaps in the network (e.g., getting across 84<sup>th</sup> Avenue)
- Nike Bike stations: Notice was given to people. Contrary to public gripes, the stations can move, so we can communicate with PBOT on where we want bike racks moved
- BTA doesn't have A lobbyist at the moment
- Favors circular or linear street: improves context and feel changes and allows insertion of street trees
- Legislative interest
  - Every 5-6 years there is a transportation bill
  - Want to change residential speed limit from 25 to 20 (right now this is just in neighborhood greenways).
  - LUTC wants Alberta Business District to go down to 20 MPH but there is a 2-year approval process to get down to 20, even though they are supposed to be at 20.
  - Oregon Safe Streets is a group for families who have lost people to traffic/pedestrian accidents. This is powerful in Salem.
  - Looking for money for transit
  - Orphan highway (Barbur, Lombard, 82<sup>nd</sup>, MLK, Highway 99, Powell): Used to be state highways until I5 and 84 were built. They are roads with highest amount of fatalities. Powell, Lombard, Sandy are examples.
  - *LUTC doesn't have an advocate in Salem but can work with BTA. LUTC can go to Salem with BTA on 20 miles per hour.*
- Trimet is attracting fewer people. BTA is trying to design a healthier street. Light rail and street car expansion should be healthy for biking and walking.

**Sabin Community Development Corporation, Rezoning, Loulie Brown**



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- Sabin CDC owns and manages 116 properties with 75% African American tenants
- Have acquired a lot of equity that they can't do anything with. Rents are capped by funding source by 50-60% of MFI, and many units are set aside for folks earning 30% or less of MFI
- Want to rezone 14<sup>th</sup> Place and Killingsworth – currently zoned R1 - Proposing 3 (CM1)-4 (CM2) story building
- The building isn't pedestrian oriented and creates dead space
- Don't have funding to develop at current density
- Don't want to wait because want to take advantage of new market tax credits, available now
- Buildings in neighborhood are 2-4 stories
- Vernon tentatively in support, asked for public art space.
- Would allow people to age in place
- *LUTC authorized letter of support for zone change (Vernon made motion, no opposition)*

### **Bureau of Planning and Sustainability, Central City Plan, Nicholas Starin**

- Goals: develop green loop, enhance Willamette, design streets to be great, foster creativity and productivity; New connected, open, quieter spaces
- Plan won't go into effect until 2018 when Comprehensive Plan goes into effect
- Rezoning base map: most changes in industrial area modification on the east side
- Floor area ratio: mostly remaining the same but adding a minimum to ensure a development on parcels, so they don't get orphaned
- Overhaul of existing bonus and transfer system: prioritize affordable housing and historic preservation
- Building heights: most are not changing. Heights reduced in historic district and no height bonuses allowed. Height limits modified in view corridors.
- Street and development character: increase requirements for ground floor windows, prohibit drive through, ground floor active uses, building setbacks
- Green building: angled windows to discourage bird strikes; 20,000 sq. feet and up buildings required to have eco-roofs that cover 60% of roof. Buildings 50,000 sq. feet or bigger are required to pursue LEED Gold certified or better, or another certification. LEED Gold is more stringent than by law.
- Willamette river: Increase physical access and use of the river, allow new retail in open spaces



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- Transportation: simplify parking code and being flexible, designate Central City as multi-modal mixed area
- Hearings: July 26 and August 9 (comments are due)
- City Council: Spring 2017
- Irvington and Sullivan's Gulch issue: Want to reduce heights in certain areas
- Height: People complain about views and shadows
- They don't set heights to protect private views – only public views.

### **Bureau of Planning and Sustainability, Emergency Housing and Zoning Code, Phil Nameny**

- BPS regulates mass shelters: room that would hold several cots or beds in an open area that people stay in temporarily, and short-term housing: functions like a house or set of rooms on a short term basis.
- Short timeline and vetting time to change code. Looking for regulatory changes that don't rock the boat, but acknowledge that life has changed in 20-25 years, since last regulations, both in terms of size of population and the variety of living situations
- BPS is proposing to change zoning to:
  - Increase mass shelter beds in zones where they are already allowed
  - Reduce spacing requirements where in zones where it is already allowed
  - Allow small mass shelters – up to 15 beds – in multi dwelling zones if part of existing institution
  - Allows some mass shelters and short-term housing to go through Type II process, instead of Type III. Type III requires a hearing and is expensive.
  - Adjust conditional use approval criteria to focus on livability rather than transportation/ infrastructure requirements.
  - Remove parking requirements for some short-term housing (number of situations where this would happen is low)
  - Expand amount of time religious institution can host a transitional household from 60-180 days and increase from 1-4 households
  - Allows flexibility to provide Type IIX option instead of Type III for design and historic reviews for affordable housing projects.
- Conditional review usually triggers Type III review. Looking to make this system more tiered, so that if someone proposes something in an existing building, it would be a Type II review. Churches usually don't have resources to hire consultants and go through process of transportation study and other requirements, but want to use their basements or something already on site



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- United Church of Christ Pastor (present at this meeting) applauds the efforts and hopes they go further.
- Maybe City Council can waive fees or finance projects? BDS structure is covered by fees, so often fees could go up more somewhere else.
- August 8: Release draft; September 12: Planning and Sustainability Commission; October: Release recommended draft; November: City Council Hearing

### Residential Infill Project Discussion, GaryInn Woodsong

- Went over in time. LUTC will table this discussion until August and dedicate that meeting to residential infill.

### Bureau of Planning and Sustainability Updates, Nan Stark

- Planning & Sustainability Commission Work Session and Vote on Composite Zone Map and Mixed Use Zoning - August 2, 4-5pm Making recommendation to City Council. Fall is public hearings
- Proposal to create new zone of neighborhood commercial zone called Residential/Commercial for situations where commercial use surrounds residential.
- City Council may be able to fit in some requests at last minute
- Comments for residential infill project due on by August 15. LUTC will comment to council instead of submitting formal comments, after August 15.

### Beech-Failing Alleyway Project, Melinda Matson

- Citizen lead improvement between Beech and Failing, Vancouver and Williams
- Would create park space outside of the door of houses
- Want citizens to be able to influence program pedestrian/shared roadways
- Bureau of Transportation created other programs three years ago but the program does not see use to because it is too complicated, expensive, etc.
- Wants to unify and expand on goals of previous programs.
- Context sensitive design: would allow for curvilinear roadway and slow navigation
- Wants letter of support by August 9. Letters advocating for the new program to be crafted in a way that asks for more effective programs that people can actually use
- *LUTC voted unanimously to approve writing a letter to support the project, incorporating context sensitive development and responsiveness to needs.*

### Neighborhood Updates

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**Concordia**

- Big House Project: Remediation, four-story building
- Neighbors have been active in trying to include retail, trying to preserve trees, and get vehicle access.
- Concordia has been successful in getting commissioners to send letters to developers. Have been applying pressure but no results yet. Asked for assistance from PBOT.