



Land Use and Transportation Committee
Wednesday, April 23, 2014, 7:00pm–8:30pm
Northeast Coalition of Neighborhoods Office
4815 NE 7th Avenue, Portland, OR
DRAFT Minutes

Meeting Attendees

Committee Members

Carol Gossett, Sullivan's Gulch, Co-Chair
Ed Abrahamson, Irvington, Co-Chair
Jim Brown, Alameda
Anjala Ehelebe, Woodlawn
Garlynn Woodsong, Concordia
Paul Anthony, Humboldt
Ken Peterson, Grant Park
Leigh Rappaport, King

Steve Cole, Irvington
Mitch Snyder, Vernon

Additional Participants

Madison Weekly, Piedmont/Cully Neighbor
Guest: Sam Chase, Metro Councilor, District 5
Claire Adamsick, NECN Committees
Coordinator

LUTC 2014 Topics and Priorities

The Land Use Committee covers numerous topics and we often go over our 90-minute time slot. We'd like to be flexible in responding to immediate action items/advocacy but we'd also like to spend time going in-depth into topics of interest. If there is a pressing topic that requires time-sensitive action, Committee members are encouraged to let Claire, Ed and Carol know prior to the meeting.

Guest speakers do take up a lot of time and often don't leave time for anything else. How often do we want guest speakers to come? In-depth conversations are helpful, but not discussing a topic to death is something of which we should be cognizant.

Committee members agree to prioritize issue areas and speakers at May LUTC meeting through a simple dot-voting process.

Climate Smart Communities Scenarios Project -- Guest Speaker: Metro Councilor Sam Chase

Councilor Chase comes from a community development and affordable housing background. He has also served on the board of Coalition for a Livable Future. In his work at Metro, Councilor Chase would like to focus more on underserved communities, communities of color and low-income residents in the Metro area.

The Climate Smart Communities Scenarios Project was initiated as a mandate by the Oregon State Legislature to reduce greenhouse gas emissions per capita by 20% by 2035. Metro has been talking with the business community, public health, elected officials and community leaders to explore how this reduction is possible. Councilor Chase and Metro staff think they can be more aggressive with the approach and do better than the State's 20% goal of emission reduction.

Scenario A: What happens if we stick with the resources we have

Scenario B: What happens if we work within adopted plans – i.e. RTP

Scenario C: What happens if we adopt new Plans and Policies

Three primary areas of focus:

- Where we live and work (infrastructure)



- How we get around – i.e. making transit more convenient, frequent, accessible and affordable.
 - Technology also plays a role in this, i.e., frequent service might not be as important if a smart phone anticipates when a bus will arrive.
 - Managing parking with a market-responsive approach
 - Road expansion – under consideration, acknowledging low climate benefit and cost, as well as who has a role in implementation (Federal, State, Regional, Local government)
- Health and Environment

Metro's JPACT, a body made up of local elected officials, recently reviewed the potential investments; there was less support for road development among more conservative elected officials than Councilor Chase had anticipated.

Discussion

An investment's "Relative Climate Benefit" was analyzed by Metro staff with advisor support using a software and methodology.

Urban Growth Boundary: relative Climate benefit is low, based on assumption that the UGB will not be tightened much more than it currently exists (based on Scenario C which is the most aggressive about emissions reduction).

Unsure about the specifics behind why investment in making biking/walking more safe was not assessed with a higher relative climate benefit.

Bike sharing: this is a strategy that would fit into Metro's Active Transportation Plan. It's a system that takes better advantage of our built infrastructure.

We need to better advocate for investments in active transportation that address safety issues, such as prioritizing short trips (bike/ped vs. car), which could have a great climate benefit over time.

We should manage parking with a market-responsive approach; a regulatory approach to encourage people to use public transit and other modes.

Approval of March meeting minutes

Anjala Ehelebe made a grammatical correction in the discussion on the 20s Bikeway: *fewer* hills, not less hills. Garlynn noted that his name Woodsong, had been confused with "Woodlawn" neighborhood. Carol Gossett asked that Maps be included as attachments in any advocacy where a visual representation would help bolster our case. She also noted that Anjala's comments about new restaurants were for Woodlawn establishments; not Sullivan's Gulch as the spacing in the minutes indicated.

Anjala Ehelebe motions that the March meeting minutes be approved as amended Paul Anthony seconds. Motion passes unanimously.

Action Item: Tree Policy Advocacy Letter

Steve Cole reported that Irvington neighbors feel that the City's Tree Inspector is too willingly authorizing the removal of trees. He adds that at an ONI Coalition Directors meeting earlier in April, there was

consensus among those present that the loss of trees in each coalition area is a problem. There has been no move to enact a Tree Policy thus far.

Large oaks are being cut down in Irvington due to sidewalk issues with limited discussion. Steve is trying to determine whether there is an Appellate process regarding tree policy review. Currently, he is not aware of a process for evaluating requests to cut down trees. Business owners cover removal costs.

Carol Gossett reported that Sullivan's Gulch is doing a survey of its trees in May and June; advocacy for a tree policy would complement this effort.

The idea is that the City needs to have trees that stop or tend to "slow down" in growth. Some trees create greater problems for sidewalks. Currently the City does not have the resources for a staff person to check on trees blocking stop signs, road signs, etc.

Carol makes a motion to support an NECN letter advocating for a Citywide Tree Policy. Paul Anthony seconds. Motion carries with Jim Brown opposed, no abstentions.

Subcommittee Updates

The **Transportation Subcommittee** is meeting on Thursday, April 24th with Sarah Figliozzi to discuss PBOT's Street Seats program.

In support of the **Parks Subcommittee**, Claire is working with Portland Parks to help develop a survey for various Coalition areas. North Portland prompted the idea and our Zone Manager, Sue Glenn, asked for NECN to weigh in. The May 28 LUTC meeting will devote some time to parks so we can explore what questions we'd like to ask when polling our neighbors about parks.

Advisory Committee Updates

- Mixed-Use Zones Advisory Committee: BPS is organizing a number of neighborhood walking tours to explore corridors designated for Mixed-Use Zoning. The first tour is on NE Broadway on April 26th; there is also one slated for Fremont/Williams on May 29th.

Ed brought up the idea of neighborhood walking tours in the summer – what about a tour in Woodlawn as part of an LUTC meeting?

- Coalition Transportation Committee – Meeting at NECN, May 7th, 1 p.m.
- Port of Portland is getting ready to build warehouse and there are flooding issues, Steve has been encouraging the Port to improve its neighborhood involvement
- Washington Park TMA – Steve is providing this committee guidance on open meeting laws.

Neighborhood Updates

Mitch Snyder from **Vernon** is joining the LUTC as a new representative from Vernon. He reports that the Alberta Main Street Cleanup is this coming Saturday April 26th; the Vernon Cleanup is happening on



Saturday, May 3. In Vernon, a current topic of priority is on improving Killingsworth between 14-19th on Alberta Park – this is the heart of Vernon. Mitch is tracking mixed-use development on Killingsworth.

Grant Park and **Sullivan’s Gulch** worked on jointly annexing a portion of the neighborhood between NE 33rd, I-84, Broadway and NE 37th Avenue. The NECN Board had previously approved the annexation process; As NECN Board Chair, Steve will take the letter to ONI for map drawing purposes. Also, the **Grant Park** proposal for a fenced DOLA is under consideration by Portland Parks & Rec.

The **Sullivan’s Gulch** 3rd Annual Charrette is happening this Saturday, April 26th from 1-4 p.m. at Grace Memorial Church. **SGNA** is working with The Fontaine (a Lloyd Center high-rise) on a celebration of the expansion of Holladay Park Plaza and the development of new apartment buildings. Grant Park Village is slated to open in November; GPNA and SGNA are working jointly on celebrations for these openings.

Woodlawn is having its annual neighborhood cleanup in May. A group is trying to gather information on the possibility of creating an off-leash dog area in Woodlawn Park. Also, residents are frustrated with TriMet “talking buses” in the neighborhood. Woodlawn is holding a public meeting with TriMet on Wednesday, May 14 to continue the discussion on Line 8 Layover Site alternatives.

Want plan district to create mandate that auto access is via alley (LUTC minutes)

The **Concordia** board recently developed a proposal for for a Plan District, specifically mandating that in the area of Concordia with alleys, auto access is not obstructed. Concordia is interested in working with other neighborhoods such as Eliot and Piedmont; Humboldt is also interested in the discussion. What is the process to create a Plan District within the Comp Plan?

Irvington is providing comments on RICAP (Regulatory Improvement Code Amendment Package) changes related to Bed & Breakfasts (short-term rentals).

Jim Brown motions to adjourn the meeting. Seconded by Paul Anthony. Motion carries. Meeting adjourned 8:48 p.m.

Next Meeting: May 28th, 7:00 p.m.

