



### Meeting Attendees

#### Committee Members

Ed Abrahamson, Irvington, Co-Chair  
Jim Brown, Alameda  
Anjala Ehelebe, Woodlawn  
Leigh Rappaport, King  
Garlynn Woodsong, Concordia  
Paul Anthony, Humboldt  
Ken Peterson, Grant Park  
Mitchell Snyder, Vernon

Diego Gioseffi, King Neighbor  
John Prell, Grant Park Neighbor  
Dan Lerch Walters, Sullivan's Gulch Neighbor  
Kate Mounts, King Neighbor  
Tony Mounts, King Neighbor  
Micah Meskel, Humboldt Neighbor  
Mike Warwick, Eliot Neighbor  
Murray Kuddish, NE Broadway Business  
Association  
Damon Isiah Turner, Concordia Neighbor  
Nan Stark, Bureau of Planning and  
Sustainability  
Claire Adamsick, NECN Committees  
Coordinator

#### Additional Participants

Ken Forcier, Concordia Neighbor  
Andy Sheie, Humboldt Neighbor  
Traci Fantz, Eliot Neighbor  
Rene Corbin, King Neighbor

### Meeting called to order 7:00 p.m.

Ed mentioned that Andy and John are now confirmed as members as this is their second meeting, and that effective immediately, John Prell is the new co-chair.

### Introductions and approval of July meeting minutes

Anjala motions to approve the minutes, Jim Brown seconds, minutes approved unanimously.

### Comprehensive Plan Draft: specific implications for inner N/NE Portland

Nan Stark, District Liaison, Bureau of Planning and Sustainability

The most recent Comprehensive Plan draft was released on July 21<sup>st</sup>. Households around the city received notices via mail if their property will be impacted by the Comp Plan changes.

The Comp Plan is anticipating that there will be 122,000 new households and the need for 140,000 new jobs in the next 20 years in Portland. Portland is growing, both in size and in its cultural diversity. Part of the city's population growth over the last 30 years was due to the annexation of East Portland.

The purpose of the Comp Plan is to scope the public investments that are needed to accommodate this growth. The Central City Plan is being developed and will be implemented concurrently with the Comp Plan.

Nan encouraged neighbors to obtain a copy of the Comp Plan draft or at least the policies document and look at the areas that are of interest to them/their neighborhood.

Emphasis areas: centers and corridors, jobs, risks and service gaps (hard to serve, hazardous areas, East Portland, David Douglas schools), Neighborhoods, Parks and Open Space

As far as residential areas are concerned, there is not a lot of change indicated in the Comp Plan map.

Most of the growth will concentrate around centers and corridors where the highest projected density will occur. In North/Northeast, these growth areas are primarily Interstate/Killingsworth (which is designated a “town center”) and Fremont/Vancouver (a “neighborhood center”).

Comp Plan Designations and projected growth:

- Neighborhood Centers: Will add 3,500 units of housing, primarily retail and service jobs, 45 feet for commercial zoning, with building height up to four stories
- Town Center: increased housing capacity and scale
- Regional Center: Gateway is the only regional center, further increases in housing, jobs and scale (Lloyd Center, another regional hub is considered part of Central City)

Along with the Comp Plan’s goals and policies document, there is a Citywide Systems Plan, Transportation System Plan that are part of the package.

Timeline: Planning and Sustainability Commission Hearings will take place from Sept 23 – Nov 23. The proposal from the PSC will go through City Council and then the State, and that review process alone will take at least one year. So it will likely be two years before Comp Plan changes can begin to be implemented.

There are a variety of ways to give input on the Comp Plan: email, mail, in-person at hearings, and via the Map App. There is also a Comp Plan helpline: 503-823-0195.

### **Map App**

The Map allows neighbors to see separate map views of the areas of focus (centers and corridors, jobs, etc). Neighbors can enter an address and identify proposed changes within a quarter-mile radius of that address, and learn about how an area has been designated (Mixed-Use, Urban Center, Central Employment, etc.) Corresponding zoning will impact the scale of the development on a given property. Nan explained that zoning attempts to follow the existing pattern in a corridor.

If you make a comment on the Map App, it qualifies as official testimony. In order for the comment to be official, you need to submit your address.

Parcel-specific comments (i.e. the address you’re referring to) would need to be spelled out in the comment. Comments must only be connected to changes that have been identified in the map.

Micah asked about Comp Plan designations for areas like Colwood Golf Course and West Hayden Islands, which are being slated for industrial land development. Protecting natural habitats of wildlife in these areas is critical.

Transportation: streetcar plans are in the works for NE Portland -- MLK is likely next one on priority list. Murray asked about plans for NE Broadway streetcar; Nan will follow up with this information.

**Follow-up discussion: potential community partnership with Institute for Sustainable Solutions**

Garlynn recapped the discussion that LUTC had in August with Fletcher Beaudoin from PSU's Institute for Sustainable Solutions (ISS). ISS could place an intern at NECN or in our neighborhoods to focus on an issue of interest; Concordia has a strong interest in taking advantage of this opportunity. Is there interest from other neighborhoods?

Ideas: alleyways, writing a sustainability chapter in the neighborhood plan; grant writing could be a major focus. Dan Lerch-Walters is interested in taking this to Sullivan's Gulch; Leigh says that King might be interested.

ISS is trying to help have student involvement in neighborhoods become an ongoing/permanent thing.

**Demolition: Historic Landmarks Commission July 31 City Council hearing (Ken Forcier, others)**

Ken Forcier summarized the July 31 presentation to City Council by the Coalition for Historic Resources on demolitions in our neighborhoods. The three primary requests made to address demolitions:

- close loopholes by defining "demolition" of anything more than 50% of an existing building
- notifications: improving reach and transparency
- identify task force to make sure that replacement construction responds to neighborhood characteristics

Restore Oregon, the Architectural Heritage Center, and other NAs are talking about this; there is a gathering on September 9 in the Beaumont-Wilshire neighborhood to continue the conversation.

Ken says an issue he's concerned about is the recognition of R5 Lots in recently platted lots – which would limit the development of skinny houses (as an example). He is wondering why this situation would not be considered non-conforming and has been corresponding with BDS about this.

**Subcommittee/Advisory Committee Updates**

- Transportation Subcommittee  
Will meet at 2 p.m. on 8/28 to discuss feedback that neighborhoods provided re: concerns and suggested changes to TriMet's service planning. TriMet will be speaking at the September 24 LUTC meeting.
- PBOT's Killingsworth study (Williams to I-5) and advocacy options  
Paul Anthony reported that a January 2013 PBOT study highlighted visibility and traffic safety issues in an area with many students (PCC and Jefferson). Paul would like support in getting PBOT to make some of the suggested changes, including lowering the speed limit to 20 mph. Transportation Systems Plan is a place to weigh in on this. Neighbors should also consider PCC's institutional strength to advocate for implementation of the study. Garlynn referred to the Killingsworth Plan which asks for a lower speed limit.
- PBOT BAC: Appoint new or continuing NECN-LUTC rep for 2014-2015



Last year, Carol was rep and Ed was alternate; Ed is willing to be an alternate but would like somebody else in the lead role

- Coalition Transportation Advisory Committee  
This is a group of LUT reps from coalitions across the city. Ed is open to being an alternate but feels there should be board member representation in this group.

### **Neighborhood Updates**

#### **Eliot: Neighborhood Association interests in paying for City streets?**

Mike Warwick, Eliot, described his idea that a residential parking permit program is a way to solve parking issues in dense areas that many close-in neighborhoods tend to have. The program generates fees that can be used in other neighborhood development. It seems like levying the fee this way would be a stronger argument than imposing a new income tax (i.e. “street fees.” Mike has shared this argument with PBOT and Commissioner Novick and they were unresponsive. Mike’s proposal suggests that “street fees” could be approached in a more creative way. Vehicle tax related to mileage traveled is another option.

Looking at the model in NW Portland could be helpful. Gas station owners are pushing strongly against the gas tax. How about collecting money from out-of-state visitors (specifically from Washington)?

Taxation: efficiency of collecting a tax should be considered. Enforcing this could be difficult; from a public policy standpoint, a lot of money would be spent on setting up the infrastructure for this.

**Alameda:** Update on 20s bikeway: Fremont UMC reached an agreement with PBOT to have curb extensions instead of medians so as not to lose parking spaces with the build-out of the 20s bikeway.

**Concordia:** Garlynn reported that left turn pockets were added on Killingsworth at 33<sup>rd</sup>; Concordia would like to keep working on speed limit reduction in this area.

**Meeting adjourned 8:45 p.m.**

***Next meeting: September 24th, 7:00 p.m.***

