



Meeting Attendees

Committee Members

Anjala Ehelebe, Woodlawn
Garlynn Woodsong, Concordia, Co-Chair
Rachel Lee, Sabin
Mitchell Snyder, Vernon
Loulie Brown, At-Large
Micah Meskel, Humboldt
Paul van Orden, At-Large (Eliot)
Rachel Lee, Sabin
Jordan Davis, At-Large
Allan Rudwick, Eliot
Andrew Sheie, At-Large (Humboldt)

Additional Participants

Dave Johansen, Alameda
Amel (did not capture last name), PSU Student
Judith Gray, PBOT, Sabin Neighbor
Byron Tennant, Woodlawn Neighbor
Brad Perkins, Irvington Neighbor
Courtney Duke, PBOT
Lauren Wirtis, Bureau of Development Services
Ken Forcier, Concordia Neighbor
Dan Lerch Walters, Sullivan's Gulch Neighbor
Nan Stark, BPS District Liaison
Claire Adamsick, NECN Staff

Meeting called to order 7:03 p.m.

Introductions and approval of December meeting minutes

Anjala Ehelebe motions to approve the December minutes. Rachel Lee clarified that she was not at the December meeting. Anjala proposed that amended minutes with Rachel's name removed in the attendance be approved. Loulie Brown seconds. Motion carries, with one abstention from Rachel Lee.

City of Portland Tree Code changes: Lauren Wirtis, Bureau of Development Services

Tree project first kicked off in 2007, followed by three-year public involvement process. The new tree code took effect January 2, 2015.

Lauren Wirtis outlined the value of urban trees, including distinctive neighborhoods and walkable streets.

Lauren says that Portland's former tree regulations were seen as inconsistent, confusing, user unfriendly and insufficient to support City goals around tree canopy targets, canopy equity and a healthy urban forest.

There are now "tree inspectors" working for the City to help implement the code. There are additional permitting services and help line (primary info: portlandoregon.gov/trees, 503-823-TREE).

Goals of the new regulations include prioritizing native species trees, site-specific consideration and voluntary compliance.

Definitions: Development and Non-development regulations are very different. Three types of trees: Street trees (planting strip, right of way); City trees (on city-owned/managed property); and private trees.

In non-development situations for private trees: if a tree is 12 inches in diameter at "breast height" – 4.5 feet off the ground, it would require a permit. Alley trees if in the public right of way would be classified as street trees.



Tree removal and re-planting permits are automatically granted if trees are dead or dying, within 10 feet of a building or attached structure, if the tree is a nuisance species (per the Portland Plant List) or if a person is removing less than 4 trees/year from a specific property.

A Type B permit is needed if the tree is 20” in diameter or greater or if a person is removing five or more healthy, non-nuisance species trees 12” in diameter or larger.

Tree inspectors must consider the following criteria in enforcing regulations: preservation, protection, inspections and density/planting.

Questions about demolitions and development: anything that is “ground disturbing” would trigger the regulations as Lauren has outlined.

Pruning street trees: groups like PGE who prune trees on a regular basis will receive a different type of contract with urban forestry. PGE should not, however, be topping trees.

The permit fees from tree removal (whether development or non-development) go directly into a tree preservation and planting fund which is directed to replanting efforts within the same watershed from which the tree has been removed.

Is there any movement toward salvaging some of the wood from cutting down trees? Lauren will check with the urban forestry department and get back to the group with this information.

The Comp Plan’s Transportation System Plan: project list and N/NE priorities
Courtney Duke, Portland Bureau of Transportation

Components of the TSP are being updated currently as part of the Comprehensive Plan draft. From March 2015-Dec. 2016 the transportation system plan will undergo updates independent of the Comp Plan.

Courtney briefly highlighted sections of the Comp Plan most related to transportation:

Chapter 9 focuses on transportation goals, modal priorities, funding, parking, and transportation affordability. Chapter 8 discusses public facilities and services, including public right-of-way, street design, and trails policy. Chapters 3 & 4: land use and transportation, civic corridors. Chapter 6: economic development.

Seven outcomes that PBOT would like to see the TSP yield include: access to daily needs, reduce transportation fatalities/injuries; improve health; economic benefit; disadvantaged communities benefit, reduce global warming pollution, prioritize cost-effective projects.

Nine program areas under which many smaller projects are contained: Pedestrian Network; Safe Routes to School; High Crash Corridors; Bikeway Network Completion; Transit Priority; Transportation & Parking Demand Management; Neighborhood Greenways; Freight Priority; Transportation System Management.

In identifying priorities, Courtney explained that “financially constrained” projects could be funded with projected revenues; “financially unconstrained” projects could only be funded with additional revenue.



Since July, PBOT has received over 600 comments on TSP-related projects. On Friday, January 30th, a prioritized project list will be available. The Planning and Sustainability Commission hearing on the TSP is February 24th.

Courtney passed around an NECN-specific project list and map. She encouraged participants to review the projects and see what ends up on the priority list on January 30. PBOT would like to receive written comments if possible from NECN, or from neighborhood associations or individual neighbors, either before February 24th or March 13th when the Comp Plan comment period closes. They can be sent to tsp@portlandoregon.gov and **must also be sent** to the Planning and Sustainability Commission (psc@portlandoregon.gov).

Question on how this plan stacks up against other plans like the Port of Portland's plan? Judith Gray from PBOT said that working with partners on a regional level is critical in balancing transportation funding priorities.

Byron asked for specifics on overcrossings at NE 11th and 13th and Columbia Boulevard, which had been slated at \$35 million and wanted to know why a previous estimate had listed this project at \$2 Million. Courtney said she needed to check on that and would get back to Byron.

Comp Plan Update: Nan Stark, Bureau of Planning and Sustainability District Liaison

Nan talked about the PSC work sessions underway and the feedback and analysis that planning staff are passing along to the PSC. In many cases, staff have made recommendations but in other cases, PSC makes the call.

There is an untitled work session in March that has been added to the list of PSC meetings. Upcoming work sessions are February 10th and 24th. West Hayden Island is an upcoming focus on February 10th; Nan noted the concerns from Micah, Woodlawn and NECN around the conversion of the golf courses for industrial use. At the February 24th hearing on the Transportation Systems Plan, public comment will be taken – Nan stressed that this is the last opportunity for public comment before the PSC. She also reminded Committee members that Council hearings will also include time for public comment in the summer. A March 10th hearing will address affordable housing and downzoning, including the Eliot and Concordia Comp Plan comments.

Nan says she was impressed with the process at the LUTC December meeting and commended the Committee for its work in crafting a very strong letter.

Nan mentioned that she was at the City Council hearing on the N/NE Affordable Housing strategy on Wednesday (January 28) and said she was impressed with the presentation and comments on how \$20 Million should be used to fund affordable housing in N/NE Portland.s

Neighborhood Updates

Comp Plan Comments, High Speed Rail and Sullivan's Gulch Trail (Garlynn Woodsong)

Garlynn stressed that the LUTC still has an opportunity to make additional comments on the Comp Plan. Garlynn wanted to know whether there was interest in the group around further discussing accessory commercial units or commercial uses on bicycle greenways; Micah will connect Garlynn with a Humboldt



neighbor who might be interested. Garlynn will send a draft paragraph to the group on this topic for review.

Garlynn had also shared two NECN letters with the LUTC prior to the meeting; one on NECN's support for the study of high-speed rail (sent to Mayor Adams in 2011) and another letter on Sullivan's Gulch trail buildout (sent to Mayor Adams in 2012).

Allan asked about the high-speed rail letter and wondered whether NECN should advocate for high-speed corridors in all areas. Brad Perkins shared that he is one of the principals of Cascadia High Speed Rail LLC (cascadiahighspeedrail.org) who had worked with NECN to advocate for high speed rail study in N/NE Portland in 2011. Cascadia's goal is to get high-speed rail between Portland and Seattle. Public-private partnerships are necessary in order to make high-speed feasible.

The Committee considered whether it wanted to add additional comments related to these arguments in letter or oral testimony format at the February 24th TSP hearing. The letters (the two NECN letters plus Concordia's letter) would be referenced in any written or oral testimony.

Ken Forcier asked about LUBA appeal related to skinny houses.

Micah said he would support an additional letter as it did not seem like a lot of additional work and the issues are relevant to NECN's concerns. Rachel pointed out that a Concordia letter was referenced in the NECN feedback and Garlynn clarified that the current letter under consideration is a different letter.

Micah makes a motion that the NECN LUTC incorporate both the previous Sullivan's Gulch Trail and High Speed Rail letters and sections of agreed-upon content of the Concordia letter, alongside Concordia's argument on skinny houses in R5 neighborhoods.

Mitch commended the Concordia letter and called out one of Concordia's recommendations on Community Design Standards. Loulie had similar concerns about some of the impositions of Community Design Standards.

Micah makes a motion that the NECN LUTC incorporate both the previous Sullivan's Gulch Trail and High Speed Rail letters and sections of agreed-upon content of the Concordia January 2015 letter, (specifically excluding the section on Community Design Standards application, undergrounding, air quality impacts of airports and potential others), alongside Concordia's argument on skinny houses in R5 neighborhoods.

Dave is an Alameda neighbor who has concerns about the flats overlay zone; Garlynn clarified that an overlay would be dependent on neighborhood consent and was not intended to be a "one size fits all" plan.

Rachel is concerned about the section on air quality impacts of airports. The City is limited in the extent to which it can influence pollution impacts in communities. However, Garlynn and Paul feel it is important to emphasize this point in light of the limitations the city has over federal and state regulations.

Andy mentioned his concern around greenwalls, which are a huge expense for what they contribute. He thinks there are better ways to put money into green infrastructure. The group found the amendment acceptable.



Rachel said that on page 9, organic practices within city limits seems like a very aggressive restriction on private use of these products. Committee members discussed various concerns around the City spraying pesticides and herbicides but Rachel said she was still unsure that the City could enforce such a broad ban. Paul proposed an amendment to this section that changes the language to “City-owned properties and facilities.”

Byron attended the January 27th PSC meeting and said from what he heard, he was less concerned about language that “prevents” and “prohibits” certain actions.

Amended Motion: Micah Meskel makes a motion that the NECN LUTC incorporate both the previous Sullivan’s Gulch Trail and High Speed Rail letters and sections of agreed-upon content of the Concordia January 2015 letter, (specifically excluding the sections on Community Design Standards application, undergrounding, air quality impacts of airports, greenwalls and changing the page 9 language to “City-owned properties and facilities”), alongside Concordia’s argument on skinny houses in R5 neighborhoods. Allan Rudwick seconds the motion as amended. Motion approved unanimously.

Other Neighborhood Updates

Micah talked about the Pembina Pipeline issue that was raised at the PSC meeting on January 27th. There is an additional hearing scheduled for March 17th. Micah says that community groups have signed onto a letter asking the City for additional community input before an agreement is reached. Micah will be sharing the letter with neighborhood associations for consideration.

Anjala reported that Woodlawn is concerned about propane tanks by-rail and the lack of emergency disaster planning. Garlynn asked that Anjala keep Concordia informed.

Allan said that Eliot is recommending that the City rezone some of the Emmanuel Hospital land, specifically 2.5 blocks near the intersection of Williams, Vancouver and Russell. These blocks are currently in an institutional zone and Eliot wants it moved to a Mixed Use Zone designation. He wonders if this could be incorporated into additional NECN comments.

Allan Rudwick makes a motion that NECN’s letter add a comment about rezoning 2.5 large blocks in Eliot from an Institutional Zone to a Mixed Use Zone designation. Anjala Ehelebe seconds. Motion carries unanimously.

Paul shared that he will be presenting to Eliot and to NECN a letter regarding equitable development, specifically related to Ben Kaiser’s violation of a number of BDS regulations.

NECN staff transition and committee planning for Feb-March

Claire mentioned committee could meet in the absence of committee staff support; it would require advertising the meeting publicly, taking minutes and having a board member volunteer to lock/unlock the NECN office.



Land Use and Transportation Committee
Wednesday, January 28, 2015, 7:00pm–9:00pm
Northeast Coalition of Neighborhoods Office
4815 NE 7th Avenue, Portland, OR
DRAFT Minutes

She outlined the requests LUTC has received from City speakers:

- Julia Gisler/Morgan Tracy: RICAP 7 (per handout – regulatory improvement code amendment package) – comment period closes Feb 27.
- Barry Manning - Mixed Use Zones – possible co-presentation with NNEBA (North/Northeast Business Association)
- John Cole, BPS Re: Institutional Zones in the Comp Plan (requested time in Feb/March)

Garlynn offered to chair the meetings; next meeting will be one week earlier, on Wednesday February 18th at 7 p.m. Claire will update the ONI and NECN calendars. Loulie volunteered to check keys in/out; Anjala offered to take minutes at the February and March meetings.

The March meeting will happen at its regularly scheduled time on the fourth Wednesday (March 25th).

Loulie said NECN is on track for hiring a new Executive Director by mid-February.

Meeting adjourned 9:25 p.m.

Next meeting: Wednesday, February 18th at 7:00 p.m.