

**Northeast Coalition of Neighborhoods
Land Use and Transportation Committee
Wednesday, November 28th, 2012, 7:00pm
Northeast Coalition of Neighborhoods Office, 4815 NE 7th Ave., Portland, OR**

MINUTES

Present

Steve Cole, Irvington
Ed Abrahamson, Irvington/At large
Jim Brown, Alameda
Andrew Clark, King
David Sweet, Sabin/LUTC Co-Chair
Debbie Bischoff, BPS
Jay Sugnet, BPS
Claudia Knotek, New Seasons Market
Chenoa Philabaum, New Seasons Market
Don Forrest, New Seasons Market
Ryan Lowe, Humboldt resident
Paul Anthony, Humboldt
Anjala Ehelebe, Woodlawn
Lee Martin, Woodlawn resident
Michael DeMarco, Our 42nd Ave.
Benjamin Adrian, NECN staff

Additions to agenda? No additions.

Minutes- Clarifications had been emailed in so please review. Committee quorum not present to approve.

Historic Resources Code Improvement Project, Jay Sugnet, Bureau of Planning and Sustainability.

Jay distributes a Discussion Draft, released in November, which incorporates the feedback the project has received through outreach efforts already conducted. The Discussion Draft is available for [download online by clicking here](#).

The Discussion Draft is going to the Historic Landmarks Commission on December 10th and on to City Council in 2013.

This draft addresses Historic Resource Definitions, Historic Review Triggers/Exemptions, and proposes a revised land use review procedure.

Jay goes into more detail on these areas, including exemptions, which serve to clarify when an exemption applies and a homeowner does not have to proceed with a Historic Design review. In the draft, Table 3 lists categories for exemption, such as maintenance, repair, below grade windows, storm

windows and more. Accessory structures, like a garage, are currently exempt when less than 300 sq. feet. The proposed revisions will reduce this exemption to applying only when less than 200 sq. feet.

For alterations and additions to a building, there are two proposals being considered. The first proposal takes into account the square footage being added and also if the structure is a Contributing or Non-contributing structure to the District. The second alternative proposal is based on whether or not the addition is street-facing or not. Depending on how the development proposal fits into these categories, the development would either be exempt, or require a Historic Design Review, a revised Type I or the existing Type II.

A new proposed land use review, a revised Type I, would take half the time as the current Type I review and would apply to many small projects. The basic requirements would still be the same however it would be quicker and most likely have a similarly reduced Historic Design Review fee.

Restoration- returning the structure to the original status during the historic period of note.

How does a person know if they are in a historic or conservation district? Should a contractor know these types of guidelines? Hopefully, but some contractors may not. Can outreach be done in Neighborhood Association newsletters? What about other outreach methods?

Does BDS note when a permit is sought in a historic or conservation district? While no one from BDS is present to answer, Jay relays that often yes, at the BDS permit counter, this question will arise and BDS will point out the appropriate review process. Anjala mentions her own experience, having contractors perform jobs on her house but not going through the Historic Review process.

Ed mentions a similar experience with solar panels, a contractor he had been working with was unaware of the issue.

David talks about his experience with solar panels, in particular with Solarize NE round I, where 16 customers were unable to install solar panels because of Historic Preservation regulations.

TV antennae and satellite dishes? These do not require a permit but have a significant aesthetic impact.

Why is a Review so expensive? Jay speaks to the restrictions from the State, for instance decisions involving 'discretion' require an appeals process be available, which adds time and cost to the process.

N Williams New Seasons Market update, Don Forrest, NSM.

Don displays the N Williams store layout schematic with much more detail than the committee has previously seen.

Don points out various elements such as LED lighting, high efficiency HVAC system. Exterior art is proposed along Vancouver. Don also shares a printout of the pre-application for the proposed development on the south end of this block, (south of Ivy). This is only in a proposal stage right now, but is 5-6 stories.

Traffic mitigation issues? With discussions with PBOT, there is a traffic signal planned for N Williams and Cook. Funding looks to be available for this signal. However, at Cook and N Vancouver also needs a signal, but PBOT lacks funding. Don reports that New Seasons Market is exploring using private funds, including Ivy Street properties (the developer), New Seasons Market and are in discussion with Legacy Emmanuel for a contribution. Currently, they are seeking \$65,000 per organization.

Traffic signal design would be hung-on-wire, which costs \$175,000-200,000. By contrast, a more conventional stanchion-pole design costs more, over \$250,000. There are certain requirements which determine when and where you can use a hung-on-wire design, which looks to be acceptable at these locations.

How many handicap parking stalls will there be? Three are shown on a drawing, will there be more? Don says the first row of parking could be altered if the need is present.

Bike parking will mostly be along Williams, with some on the south side of the store.

Is there going to be much activity on the Fremont side? Not as much, some bike parking and one store entrance near Williams. There is no on-street parking around the store.

Future hiring for the store? NSM will work with Urban League and PCC Cascade to conduct outreach and recruitment. They would like to keep the hiring focused to the near-by areas rather than a regional recruitment push. In the past New Seasons has had tremendous turnout to hiring events and consequently are only hiring small percentages of applicants.

The construction is still on schedule, the recent heavy rains resulted in slight delays, but store is still set to open in summer 2013.

New Seasons recently announced another new store in the Grant Park village, former Albina Fuel site.

This would be the third store in NECN's area, is this by design? Is there store overlap? Don says not directly, but NSM conducts extensive market research and feasibility studies prior to moving forward with stores. Don mentions various business considerations he takes into account when making a proposal for a new store.

With the recent expansion of New Seasons Market, will you expand to the east? Like 82nd Ave. or even further? Possibly, there could be sites of interest out there.

BPS Parking forum study, Debbie Bischoff.

Several LUTC committee members were present at the forum. Staff presented the results of the parking study, which is available [online by clicking here](#).

Debbie runs through the other elements that were discussed at the forum, primarily testimony given. One idea that had been floated was a moratorium on new construction of this type of apartment building, but such a moratorium was determined to be possibly against state law and not feasible.

Short term fixes that could be put into place until a larger code revision could be done with the Comprehensive Plan update.

What are these short term fixes? Notifications- better public notifications to neighbors and impacted parties. Delivery vehicles- Not having off-street loading spaces is a problem, providing delivery space could be required. Also, consideration of a building size threshold, to recognize the difference between 10 or 90-unit development and have parking requirements set to appropriate levels. Most likely, staff will propose amendments to the zoning code, but without a large-scale public outreach process normally associated with zoning changes.

Why can't neighborhood associations have binding input on development proposals? If the development is allowed by right, meaning it meets the zoning code, there is no public input required, and any input given is not binding.

Is a PEG looking at this issue? Not yet, but Debbie thinks it will be.

Jim mentions the Beaumont development, and following up on our discussion last month, asks if vehicles from residents at the proposed Fremont development could park in the Beaumont Middle School parking lot? Possibly, but would require agreements between property owners, which has a few examples elsewhere on the eastside. The school would require a zoning update as it's currently zoned residential.

Debbie reiterates her suggestion that neighborhoods and business districts work to find innovative solutions.

Comprehensive Plan update, Debbie Bischoff, Bureau of Planning and Sustainability

The Discussion Draft should be available the week of December 17th, online. Hard copies will be made available at District Coalitions and libraries.

Late February and March, first workshops will happen on goals and policies update process. Looking for workshop locations, should be one or two close to NECN. Staff will email out more information as available.

Our 42nd Avenue Neighborhood Prosperity Initiative, Michael DeMarco.

Michael gives some background on the project, which is like a mini-Urban Renewal Area. Due to the past annexation by the City, the zoning in this area has not been looked at very closely. The existing zoning is fairly lax and would allow for out-of-character development.

Our 42nd Avenue is conducting public outreach and collecting input. The recent walking tour was an effort to piece the collected input together and start formulating next steps.

Michael passed out initial results from the walking tour, with shared comments and ideas from each stop of the tour. Aiming to host an event in February to show results and move forward with recommendations to the Comprehensive Plan Update based on community input.

How is your organization funded? Michael explains the relatively small amount of funding the group has, especially this year, growing slightly over time. Further, Our 42nd Avenue must fundraise to match funds coming from Portland Development Commission.

Identity of business district or corridor? Alberta, Mississippi or MLK have identities that can be discussed, but NE 42nd needs some more work on this identity issue.

Our 42nd Ave. invites the LUTC to a waffle breakfast holiday event this Saturday from 9 to noon, \$3 dollars, please come.

Learn more about Our 42nd Avenue at Ne42pdx.com.

Neighborhood Announcements

Woodlawn- Anjala brings up the Trimet changes to the number 8 bus line, which now ends in Woodlawn. It is a new terminus point for a bus line, and drivers are using area facilities and use area streets to turn around the buses. Trimet did not conduct much outreach to neighbors in preparation for this change. Earlier today, Woodlawn neighbors brought concern to the Trimet Board. Trimet is working on proposals, including splitting 40 percent of the bus number 8 to go to Ainsworth and MLK, in the King neighborhood, but many questions remain.

Anjala reports the Woodlawn Board is actively making connections and advocating Trimet on the issue and is unsure what will happen next, or how long it will take to see improvements.

Accessory Dwelling Unit waiver of System Development Charges (SDC) charges. David reports the political winds seem to be blowing towards a three year extension before the change in Mayoral administrations.

Paul mentions apartments in Humboldt going in, there is a 64 unit building on N Williams at Skidmore.

Another development on Mississippi Ave, behind the Jon Palmers apartments, near Skidmore.

Meeting adjourned at 8:45pm.

No December meeting, next meeting is January 23rd at 7:00pm.