

**Northeast Coalition of Neighborhoods
Land Use and Transportation Committee
Wednesday, October 24th, 2012, 7:00pm
Northeast Coalition of Neighborhoods Office, 4815 NE 7th Ave., Portland, OR**

MINUTES

Present

George Bruender, Concordia/Co-Chair
David Sweet, Sabin/Co-Chair
Ed Abrahamson, Irvington At-large member
Carol Gossett, Sullivan's Gulch
Anjala Ehelebe, Woodlawn
Ryan Lowe, Humboldt resident
Steve Cole, Irvington
Debbie Bischoff, Bureau of Planning and Sustainability (BPS)
Jim Brown, Alameda
Allan Rudwick, Eliot
Andrew Clarke, King
Kol Peterson, King resident
Paul Anthony, Humboldt
Brad Perkins, Irvington resident
Benjamin Adrian, NECN staff

Introductions

Additions to Agenda? Anjala would like to add Historic Design Review fee schedule information to the agenda.

September meeting minutes are approved unanimously, no clarifications or additions.

Infill Development with no Parking - Debbie Bischoff, Bureau of Planning and Sustainability

Portland has the second lowest vacancy rate for apartments in the country. With the recession in 2008, there has been a slowdown of construction, but things are on the uptick right now. Further, there is a surge of interest in urban living with an emphasis on apartments and multi-family dwellings. Condominiums are not being built right now.

Debbie distributed the FAQ on parking issues (previously emailed to the LUTC) which highlights some of the current research efforts BPS is undertaking and includes

- Parking and travel behavior study
- Costs of providing parking vs. no parking analysis
- Trimet service review
- Other research including what other cities are doing

From BPS:

When this fact finding is completed, the Bureau of Planning and Sustainability (BPS) will host a public forum with the Planning and Sustainability Commission to present results of the studies. It is scheduled for November 13th, 2012, at 12:30pm at 1900 SW 4th Avenue, Room 2500A. This forum will provide an opportunity for the public to relay comments and ask questions about the issue. Note: estimated agenda item time is 1:30 PM.

Debbie explains the history of this policy, starting with the Oregon Transportation Planning Rule from 1991. Portland's Comprehensive Plan and other planning efforts must be in compliance with State level policies, such as the Oregon Transportation Planning Rule.

Debbie goes into the rationale behind our land use and transportation preferences, including density, compact urban form, preserve farmland and open space, and a desire to reduce reliance on the automobile.

In 2002, City Council reduced parking requirements along transit corridors that offer transit service of at least every 20 minutes during peak hours. As such, developments along these corridors are not required to build off-street parking as part of new development. In addition, certain zones such as Commercial Storefront, Mixed Commercial, Central Commercial and Central Employment all have no minimum parking requirements without regard to transit service.

A developer in the Beaumont-Wilshire neighborhood has a proposed such a development near Fremont and NE 44th, which is zoned Commercial Storefront so does not require parking. The proposal is for 50 apartments with no off-street parking.

BPS has commissioned a study and is looking at travel behavior of residents in these buildings and car ownership rates. BPS is also looking at the cost of providing parking as affordability is an important consideration.

Trimet service cuts and line changes that impact frequent transit lines? Yes, but not significantly along frequent transit lines.

Other cities? There are other examples of how to mediate the impacts of parking and transportation.

This research will be presented to the Planning and Sustainability Commission (PSC) hearing on November 13th, as mentioned above. The public can provide opinions to the PSC after study findings are reported.

The City does still needs to meet the requirements of Oregon and Metro planning goals, but there are policy and implementation changes that could be used to mitigate the impacts.

Will the results of the parking study be available before November 13th? Probably, no date for certain, but likely report will be released one week prior to the PSC meeting.

Does Metro require no parking at these sites? No, but Metro does have maximum parking requirements that local government must be at a minimum consistent with. Debbie mentions that the Hollywood area, which has lots of parking, also has lots of complaints on this issue. Issue is access and sharing the parking lots currently there.

Demographic shifts such as “empty nesters” are downsizing to apartments and many are getting rid of their cars. Young adults are also moving into these units.

Media coverage has been mixed on the recent Metro study regarding regional transportation patterns.

Driveways? Are people putting driveways in when on-street parking gets tight? Neighborhoods in NW that have parking issues seem to do this. Allan mentioned that he fears a similar situation to NW in Eliot, where much of the housing stock was built pre-automobile and homes lack driveways. Neighborhood character may change if on-street parking becomes scarcer with new development with no off-street parking.

In the past, there was a lot work completed between City and community in NW Portland on an on-street/off-street parking management plan, but City Council did not fully act upon it.

Ed- I use a bike primarily, but also have a car, and that seems common. Also, Trimet has had significant changes in service levels since 1991 when these rules were authored. Other transportation goals such as Neighborhood Green Streets also have an impact on on-street parking.

Trimet needs higher densities to assist their own operations, and has other issues impacting service levels as well.

Density certainly is coming and we should be preparing for it.

Jim mentions the Beaumont development again, and points out there isn't a lot of on-street parking available around the site, as it is already built as single family homes. Debbie points out Beaumont Middle School is two blocks away and is a potential parking resource, which often has an empty parking lot at night. Also, there are some office buildings with parking lots along Fremont. Could these lots be used as shared parking to mitigate the parking impacts from new developments? Possibly, but the zoning needs to be addressed as Beaumont Middle School is zoned residential right now.

Committee discussion regarding how the City is designed around the automobile and we are now seeking to influence this planning direction which has a lot of history behind it.

Where is the concern on this issue coming from? Neighbors who are experiencing parking problems from developments? Or neighbors reacting to proposed developments? It seems to be mainly due to proposed development.

Discussion turns to past experience in NECN with parking and developments. In Irvington, at 15th and NE Hancock, a bike-oriented project went in a few years ago with 50 dwelling units and no parking. Irvington reports neighbors do not complain about parking.

What about retail and commercial operations? Can these be coordinated to alleviate employee and on-street delivery impacts? Debbie encourages individual neighborhood and business associations working together to consider what could be done.

Affordability?

Paul is seeing the driveway add-ons around PCC in Humboldt, sometimes jacking the house up and putting a garage beneath it.

Increase housing affordability for work force housing.

Committee comment from recent travels to other cities, Portland is decades away from parking being a big issue like it is elsewhere.

Debbie encourages this diversity of opinions to be expressed at the Nov 13th Planning and Sustainability Commission forum.

Anjala points out the role the banker played in a proposed development in Woodlawn- where the banker held the power to make a loan based on the parking and overall costs.

Does the Bureau of Planning and Sustainability think they will be making changes to the code? Based on the upcoming findings? Debbie is not sure; much will depend on the new Mayor. The Comprehensive Plan Update may address this and related code issues as well.

Possibly other incentives to help developers build parking? Could be possible, yes.

Andrew talks about a project he is working on at NE 17th and Killingsworth of no less than 50 market-rate units. From market research, Andrew has heard parking is not an issue for students, who they are expecting to live in the building due to the proximity to Concordia University.

ADA requirements? This is a building code question, not land use or zoning, Debbie could not answer.

Brad points out how apartment parking is not fully utilized because people opt for free on-street parking instead. Can we shift more development downtown? Soon the planning process

for the Central City will be underway, which is a good opportunity to get involved on this question.

Larger trends are shifting away from car-oriented cities and we need to be prepared and have built appropriate infrastructure. Inconvenience in this regard is not such a big deal when compared to other issues.

There was discussion of permit parking and area employees having access to all-day permits.

Comprehensive Plan Update, Debbie Bischoff

By the middle of December there should be a working draft of Comprehensive Plan Policies out. PEG meetings continue, see meeting information and topics at www.portlandoregon.gov/bps/pdxcompplan

Accessory Dwelling Units (ADU), Kol Peterson, ADU advocate.

Kol lives in an ADU but is not an architect. Kol points out that much of what Portland already has on the regulatory books is very progressive in regards to ADU policies. The pathway from a regulatory viewpoint is a predictable and clear.

Kol announces the Build Small, Live Large conference this Friday at PSU in Portland.

Kol mentions his website PDXadu.blogspot.com, and also teaches a course for homeowners on ADU development. Kol believes ADUs have much to offer towards urban form and neighborhood development.

The economics behind this are strong- the ADU along with the primary home offer combinations for changing family size and can make housing more affordable.

Carbon footprint- ADUs, by being smaller, offer a big advantage over regular sized homes, even when built to higher energy efficiency standards.

What is an ADU? Defined as a secondary housing unit on a single-family lot. Doesn't have to be attached, but is still an ADU.

Kol describes a disconnect between the existing housing stock and current demographic patterns. For instance, we have large amounts of single-family housing, but many fewer single-families. With more single living, and other arrangements could benefit from different building types such as ADUs.

System Development Charges are waived for ADUs until 6/30/2012. The future of the SDC waiver is unknown. Kol believes the waiver has increased the numbers to ADUs being built.

Kol describes three main barriers:

1. Policy regulations- Portland has addressed this well.
2. Expensive- cost to build and obtaining loans.
3. The general unknown quality of ADU- too many people don't know about them.

Roughly speaking, an 800 sq. ft. ADU will cost \$80- 140k.

However, return on the investment is good. As discussed before, there is strong demand for housing in Portland.

Financing? This is an issue as many banks aren't familiar with ADUs and are hesitant to lend. However, there is increasing interest in other financing sources, but this is still a problem. A home equity loan from your existing house is a possibility.

Fee waiver was instituted in 2010 and ADUs look to be making up roughly 1/6 of construction permits issued. This is just permits, not actual construction.

David asks about the barriers to ADU? Other than the financing, is there a public policy change that could be made? Other cities it is more clear- regulatory issues, but here in Portland we are well set up for it- the idea needs more awareness. Possibly something akin to a one stop source for ADU information and building questions, such as Clean Energy Works Oregon for energy efficiency.

Anjala mentions a development in Woodlawn with skinny houses and ADUs, which sold/rented very quickly.

City Council would have to approve a SDC waiver, and Kol encourages the LUTC to advocate for the fee waiver.

Neighborhood Updates and Announcements

Anjala – received communications regarding Historic Design Review fees, which LUTC is looking to hear more on in November.

Debbie announces a walk along NE 42nd Avenue on November 3rd, sponsored by the Our 42nd Ave Neighborhood Prosperity Initiative and BPS, to look at refinements to the zoning map that could be implemented with Comprehensive Plan Update. Starts at 1:00pm, at Delphina's Bakery Cafe, 4636 NE 42nd Ave. Staff will send an email with these details.

Meeting adjourned.

Next LUTC meeting: Wednesday, November 28th at 7:00pm.