



Land Use and Transportation Committee (LUTC)
Wednesday, November 30, 7:00pm–9:00pm
Northeast Coalition of Neighborhoods Office
4815 NE 7th Avenue, Portland, OR
Final Minutes

Attendees:

Anjala Ehelebe, Woodlawn
Dennis Kennedy, Woodlawn
Daniel Pirofsky, Sullivan's Gulch
Wes Ayers, Boise
Nan Stark, Bureau of Planning and Sustainability
Chrissie Ott, King
Grant Morehead, Bureau of Transportation
David Nash, Boise
Alva Nash Boise
Matt Ferris-Smith, King
Laura Becker, NECN
Danielle Conroy, Humboldt
Michael Olson, Humboldt
Johnny Engleheart, Eliot
Kay Newell, Boise
Beth Moore, Concordia
Murray Koodish, NE Broadway Business Association
Kate Piper, Humboldt
Mike Liefeld, Bureau of Development Services
Katy Wolf, Boise
Zena Rockowitz, NECN
Garlynn Woodsong, Concordia, Co Chair

Residential Parking, Grant Morehead, Portland Bureau of Transportation

City council starts requiring buildings to build parking onsite and overhaul parking permit system. Very focused on commuter parking - not focused on people who live or work in the neighborhood. Demand for parking will increase in commercial and likely in residential areas, especially with the residential infill project. Overtime it will fill up, unless we reach "car free utopia". Permits are a step before meters. West side is exception because it is a hybrid.

All the permit areas that exist will continue and they will get new tools available to them. There will be new permit areas that don't yet exist. Neighborhood associations can vote to have permitted areas.

Right now there is no limitation on the number of permits you can get per person. For example, you can have 10 cars and 10 permits. On west side, they issue 2 times as many parking permits as they do spaces. This will not be the case.

Right now, it's \$60 per year for a permit. They have been piloting a higher permit fee for up to \$150/year. Want to be able to use neighborhoods to set a more market-based rate for permits. Haven't established that rate yet.

The central eastside is ahead of the game has been authorized to begin the program. Whatever is above the cities cost, would be reinvested back in the neighborhood. Each district would still have some ability to make decisions. Don't want this to be created in areas where there isn't a parking problem. If you are in a transit rich neighborhood, may be able to siphon that money to somewhere else. Increase revenue to subsidize within and around each area. They need guidance from council – neighbors would have a say whether or not the surcharge is in place.

www.Portlandparkingtoolkit

Hearing on December 15, 2 pm. that will allow the council to hear testimony on this issue

Inclusionary zoning, Vivian Satterfield, OPAL Environmental Justice Organization

Ban on Inclusionary Zoning (IZ) accelerated displacement and gentrification. OPAL worked with the Community Alliance of Tenants and other affordable housing groups to lift the statewide ban. OPAL worked with Portland Housing Bureau to help inform the IZ plan.

There has been increasing rent, increasing population, and decreased funding at federal and state level for housing. The Portland Housing Bureau put out a state of housing report today, which breaks down by geography and by race to show how unaffordable the city is and shows barriers to housing mobility. There are three districts in the city where an entire Latino family can afford to live. East Portland is the only area with affordable housing and that is diminishing.

IZ law was a not a clear repeal of ban. It says, within a new development of 20 units or more, a jurisdiction could mandate that up to 20% of those units could be set aside as affordable to those making 80% **of median income or above**. The lower income is, the higher the subsidy is. There is also a voluntary program for 60% MFI
Panel of experts met over 9 months to develop recommendations. There is staggered implementation in mixed-use zones.

- **Mixed use inclusion rates:** 15% of units at 80% AMI. In 2019, 20% of units at 80% AMI.
- **Deeper affordability option:** 8% units at 60% AMI. In 2019, 10% of units at 60% AMI

- Mixed use zone incentives: density bonus, 10 year property tax exemption of affordable units, CET exemption on affordable units, waiver of parking requirements, SDC waivers on affordable units at 60% AMI

You can testify at city council on December 8, from 2-4 pm at city hall. Wear yellow to support. If enacted, would start Feb 1. There are 16,000 units in the housing queue by developers over the next three years (i.e., this won't dampen the market, they have created their own ramp by investing in these units).

Accessory short term rental enforcement, Mike Liefeld, Portland Bureau of Development Services

Short-term rentals are rentals that are less than 30 days. Short-term rentals were prohibited in residential zones until August 2014. Council wanted to allow a sharing economy but ultimately compromised on issues such as intensity and frequency. Revisiting this after two years. Seeing a compliance rate of about 20%. The enforcement response has been complaint driven and there has been an increasing number of complaints (spiked last summer). The issue: it has become a complete commercial operation for many people. Hosts on AirBNB, Flip Key, etc. often don't live in the rentals and use them as a second or third home, with people managing their properties. This is illegal. You can only rent your property if you have someone living in the home and there is a cap of up to five bedrooms to be rented out.

Presently, folks will just take down listing if they are issued a fine, but once case is closed, they will start back up again. The current code enforcement fee \$700 per month, but these homes are bringing rent in for \$499 per night. The new rules propose a citation based response: first offense is \$1,000, second offense is \$3,000, and third offense is \$5,000. If the fee is not paid, there will be lien against the property.

There were questions concerning whether this is harmful to small operators and if the fine system could be leveraged as a percent of income. Is the code punitive? What about people with trailers? Answer: At this point, this isn't a policy debate. They need compliance with the policy that was put forward by the City. The law regarding legal sleeping areas is meant to protect people (e.g., fire hazards, sanitation). Why aren't people getting a permit? Answer: The vast number of people aren't living there and it's not a primary residence for them. These are not a legal sleeping areas. Trying to prove someone's occupancy is extremely hard. They can't prove it.

The permit lasts 2 years and is \$178. Need to fill out an application and submit your driver's license. Need consent and neighborhood notification, which is similar to other home occupation businesses. They will enforce two things at inspections: **bedrooms and guests**. During inspections they will ensure there are livable sleeping spots, carbon monoxide, and air detectors. Owner has to give consent to them coming.

People can submit comments. On December 16, 2016 some variation of a rule adopted after, then doing outreach,

Tree code, Garlynn Woodsong, LUTC Co Chair

City is coming to discuss tree code next month and LUTC should be prepared with question.

-For neighborhoods that have certain planting strips, are they going to be limited to certain trees? Tree sizes must be in the width of a planting strips, so perhaps we won't see really big trees anymore. How is the city dealing with this? Perceived or real problem? How will it impact future development?

-Would you have to pay for street repairs, if your tree is growing to the street?

-If you're developing and don't want to save the tree, will it interfere with development?

-If you want to develop a parcel of land and there is heritage tree, and the developer promises to a neighborhood association to keep the tree, but then fails to follow-through, is this something that has ramifications?

City Updates, Nan Stark, Portland Bureau of Planning and Sustainability

-Residential Infill Project, City Council Vote: December 7. Not accepting testimony. Testimony closed the 23rd.

-Inclusionary zoning Public hearing: December 8

-Comprehensive Plan vote: December 21 will vote on entire package: the comp plan, zoning code, all changes to maps, transportation systems plan, community involvement plan. Will go to the state for review, which will likely take all of 2017.

Neighborhood updates and announcements

Woodlawn was fighting with TRIMET (three years ago) to get them to extend line 8 out to Delta Park. Sent out a letter saying they are extending out line 6.

No meeting in December. Next meeting is January 25.