



Land Use and Transportation Committee (LUTC)  
Wednesday, September 28, 7:00pm–9:00pm  
Northeast Coalition of Neighborhoods Office  
4815 NE 7<sup>th</sup> Avenue, Portland, OR  
Final Minutes

### **Attendees:**

- Garlynn Woodson, LUTC Co-Chair, Concordia
- Dave Johansen, LUTC Co-Chair, Alameda
- Daniel Pirofsky, Sullivan's Gulch
- Dennis Kennedy, Woodlawn, At-Large
- Anjala Ehelebe, Woodlawn
- Andrew Sheie, Humboldt, At-Large
- Brad Perkins, North Northeast Business Association (NNEBA)
- Carson Mead
- Zena Rockowitz, Northeast Coalition of Neighborhoods Staff
- Nan Stark, Bureau of Planning and Sustainability (BPS)
- Matthew Tschabold, Portland Housing Bureau (PHB)
- Jessica Horning, Oregon Department of Transportation (ODOT)
- Jon Makler, Oregon Department of Transportation (ODOT)

### **Introductions and approve August LUTC meeting minutes, Garlynn Woodsong**

### **Preservation Planning, Historic Landmarks Commission, Kristen Minor**

Since 2011, demolitions of single-family homes have increased from about 150 per year to 400 per year in 2015. 2016 is trending lower.

Why so much demolition?

- Increases density because you can build more smaller sized units
- Contractors have a lack of training and lack of interest in refurbishing
- City is growing with more commercial/mixed use
- More money in bigger, new homes
- Lack of local historic protection at state level. We are the only state with such a strong owner-consent law (1995 statute). Requires owners to consent on any form of local designations and allows owners a retroactive opt-out clause of historic protections.
- Over the counter process to get a permit: neighbors don't know and don't have a say in what goes up next to them.

What are the issues with demolition?

- Demolitions are making neighborhoods less affordable
- Loss of historic architecture and character in new homes.

- Hazardous materials emanate from demolitions.

What has been done to limit demolitions?

- Deconstruction requirement: will apply to demolition permits starting October 31, for structures that are 100 or more years old or structures that are designated historic (contributing in a historic or conservation district, individually listed at National or local level). Link to deconstruction ordinance, passed in July: <https://www.portlandoregon.gov/bds/article/583381>
- Added demolition delay for historic resource inventory (ranks of 1, 2, or 3) effective September 1. Applies 120-day delay to all permits. This is done to prevent the owner-consent law from allowing people to take their house off the historic resource inventory the very same day they apply for a demolition permit. Demolition delay gives time but still have to mobilize and have face-to-face meetings with owner about saving the house. It's not enough time to set up a house move, coordinate with utilities. It's a lengthy process.

What can be done to limit demolitions?

- Preservation is the enemy of affordability. Landmarks Commission has championed preservation at all costs; meanwhile there is a housing crisis. Look for or promote contractors who can
  - A. Move houses – “used house lot” idea
  - B. Jack up houses and create new basement levels.
  - C. Look for or promote designers who can work with older homes. A lot of designers aren't interested in working with older homes.

You can review the Residential Demolitions Maps in Portland Maps. Historic Landmarks Commission has weight in making recommendations to City Council and the Historic Landmark Commission appreciates ideas that groups have.

### **Inclusionary Zoning Regulations, Portland Housing Bureau, Matthew Tschabold**

- Commissioner Satzman. Work session Nov. 8
- Throughout the city: 20% of all new units in multi-family structures are made affordable at 80% of Median Family Income (MFI), but public intent of the city is to create housing at a deeper level of affordability, regardless of where in the city. The deeper affordability option is 10% of units at 60% area income. What varies is the incentive package in exchange for affordable units. Examples of incentives: density bonus, 10 year property tax exemption, density bonus exempt from parking requirements, SDC waivers, CET exemption on affordable units. Incentives vary between:
  - Mixed Use Zones
  - Zones with Base FAR below 5.0
  - Zones with Base FAR between 5.0 and 6.0
  - Zone with Base FAR 6.0 and above (all central city)

- There is fee in lieu of participating in the inclusionary housing program. Fee schedule will be put together, where rational actors will choose to put in the affordable units rather than pay fee.
- Inclusionary requirement: in zoning code. Incentives: in other parts of city code, which will allow them to recalibrate the incentives more easily. Incentives will be recalibrated as market changes
- What other cities have had success? Seattle and Boston have programs. Washington DC has most effective programs.
- Regulated affordable Accessory Dwelling Unit program is a future question but challenging

**Speed limits, Bike/pedestrian safety, Oregon Department of Transportation (ODOT), Region I, Jessica Horning and Jon Makler**

- MLK is city street, under Portland Bureau of Transportation (PBOT)
- Starting construction in November to create safer Lombard (US30By Safety and Active Transportation Enhancement Map):
  - Construction Project 1: N St. Louis Ave to N. Richmond Ave. and N. Tyler Ave to N. Burr Ave.
  - Construction Project 2: NE 105 Ave and NE 122<sup>nd</sup> Ave to NE 141 Ave.
- Main metric is volume to capacity ratio. Look at level of stress between modes based on speeds. Do not look at level of service, or multimodal metrics.
- Transportation planning refers to Oregon highway plan. Volume to capacity ratio is in the plan. There is a statewide table and a table added for Portland Metro area to differentiate.

Is there movement to change the volume to capacity ratio?

- Agency is examining the ratio. It has to be approved by the Oregon Transportation Commission.
- Movement has been toward designated special areas (e.g., mixed multi modal areas, Special Transportation Areas) v. making overall changes.

Is bridge over Lombard in the works?

- This would be a city project but ODOT doesn't get involved until construction funding is lined up, so it's possible they just haven't heard of it yet.

How does ODOT coordinate with rail?

- Railroad law is constitutional and in federal law. It is difficult to maneuver. ODOT asks the railways to work together in a close relationship.
- Have been working with the railroad out in the gorge – Kristen Stallman (sp). The railroad has basic design criteria they expect ODOT to follow. Want 50 feet from line. The railroad does not give easements for right of way.
- ODOT can connect LUTC to rail carriers.

- Example of work between ODOT and rail: Trying to get a pedestrian crossing near Steel Bridge to the Sullivan's Gulch undercrossing of I-205.

Speed zones: ODOT is responsible for setting speed limits everywhere, whether highway or local streets. All speed zones changes go through street review board. Some speeds are established by administrative rule (ex: Portland's neighborhood greenways 20 mph). See handout on process for establishing speeds.

Speed Zones Process: a local jurisdiction puts in request with state zone review board. The region traffic unit (one person) is assigned responsibility to do the speed study. They look at crash history, geometry, and most importantly: traffic on the road today and the 85<sup>th</sup> percentile speed – speed where 85% of people are going that speed or slower. This is based on the assumption we are rational people. Pros: predictable. Cons: traffic calming and Vision Zero. What comes first change in speed limit, or change in design of road? Completing a white paper evaluation with best practices from other states. Anything that comes out of the white paper, will need to go through the Legislature, who will do a pilot program.

In 2011, the Legislature created a 2-year pilot program that takes a different approach to setting speeds. The pilot program will start soon and apply to non-state highways and non-arterials. The project will look at bicycle and pedestrian areas. Looks at the average amount of separation provided between different modes, the likelihood of a crash happening between a car and a person resulting in injury or fatality. We know as speed goes up, fatalities go up. ODOT recommends talking to PBOT.

City of Portland got authority to use fixed photo radar for high crash corridors. In Oregon can only use speed enforcement if you have an active duty police officer next to photo radar. PBOT Working with ODOT for other locations.

### **Bureau of Planning and Sustainability Updates, Nan Stark**

- Comprehensive Plan: Testify on zoning maps and code at City Council hearings - 1220 SW 5<sup>th</sup> Ave. October 6 and 13, 2 pm. City Council looks at most current comments. <https://www.portlandoregon.gov/auditor/article/378315>
- Inclusionary housing report: Portland Community College, Cascade meeting, October 25. This is geared toward people familiar with land use. Presented by Matthew Tschabold and Tyler Bump.
- Residential Infill: Recommendations for City Council come out the week of October 17 and the Portland Sustainability Commission gets a briefing. They will have testimony on the recommendations. November 9 and 16<sup>th</sup> are public hearing dates.
- RICAP 8 Project: There are 49 pieces: <https://www.portlandoregon.gov/BPS/62882> The comment period on the discussion draft ends on Friday, October 14.
- N/NE Economic Development Initiative: October 6, 6-7 pm, New Song Community Center, how to spend the \$32 million on affordable housing and economic development, wealth building.

### **Neighborhood Updates, All**

- Sullivan's Gulch: Portland Bureau of Transportation (PBOT) has is doing construction on Broadway. Potential demolition at Weidler and the deconstruction rule doesn't start until October 31. The 1400 Multnomah Project at Regal Parking lot will have a pre-conference for redevelopment. Could create a Central City Building height. Meeting is October 13, 1900 SW 4<sup>th</sup>. Endorsed the Rose Quarter to the Gorge trail.
- Irvington: Need the support for real infrastructure for bicyclists. Lutheran Community meeting hall off Sandy.
- Woodlawn: Working with the city to create another crosswalk in the Dekum triangle but they don't have funding. In the process of seeking funding and maybe using Depave. Issues with unions. Favors Portland for Everyone position on Residential Infill Project.