



Land Use and Transportation Committee  
Wednesday, October 26, 2016, 7:00pm–9:00pm  
Northeast Coalition of Neighborhoods Office  
4815 NE 7<sup>th</sup> Avenue, Portland, OR  
Final Minutes

### Attendees

- Dennis Kennedy, Woodlawn
- Andy Sheie, Humboldt
- Carson Mead, Vernon
- Garlynn Woodson, Concordia, Co-Chair
- Kate Piper, Humboldt
- Dave Johansen, Alameda, Co-Chair
- Evan Heidtmann, King
- Brad Perkins, North Northeast Business Association (NNEBA)
- Claire Carder, Development Review Advisory Commission (DRAC)

### Minutes

#### **Welcome and Introductions**

#### **Setting speeds, Portland Bureau of Transportation, Scott Batson, Traffic Safety Engineer**

- There are two types of speed limits. Statutory, which is specified in the law and a speed order, which is any speed limit different from statutory. These are set based on a study by Oregon Department of Transportation (ODOT).
- To change the speed limit, it's usually easy to go to a statutory speed. If we want to change from speed order to statutory, need a written request, site the reasons why, and it can take as little as one week for ODOT to comply. To change from one speed order to another, that requires a speed study prescribed by ODOT.
- PBOT can do its own speed studies, but generally have defaulted to ODOT to do a speed study because it's their staff that have to make the decision. Their process is labor intensive and time consuming. The method has heavily relied on 85<sup>th</sup> percentile. This is an old engineering standard that is based on comfort of people driving automobiles. If you requested a speed within 10 miles per hour, ODOT didn't have a problem taking the request.
- New methodology focuses on pedestrian, bicycle, and auto traffic. Uses recommended speed to reduce crash, based on international studies. Looks at future instead of past: crashes, fatalities and injuries. Minimum risk of 10-20%. The caveat is this is looking at safety through the lens of crash risk, but not on variety of other things (e.g., Burnside and MLK have a different purpose than a 7<sup>th</sup> Ave Street or Alberta). PBOT staff can undertake this and it's quicker. Can take 5-10 hours of staff time. Will still need to turn it over to ODOT, since they retain authority to set speed.
- In central eastside 20% of people get around by bike. Throughout the city it's 6-7%

- With the new investigation tool, they will put 5-10 requests on ODOT's desk per month
- In the future, some speed limits will go up, but the general philosophy is, you shouldn't increase speeds unless they are safe for everyone. This is a paradigm shift.
- Call 823 Safe if you want a new speed limit. You can also go through ODOT webpage.
- Lowest speed limit is shared narrow residential street and its 15 mph.
- New methodology is not yet available
- If we can't get the speed we want, we can change the street. Example: Airport way. Looked at volume of traffic and saw there is a possibility to make a wider travel lane for cars because have a lot of trucks. Could convert part of road into buffer protected bicycle line. This would increase safety.

### **Regulatory Improvement Code Amendment Package 8, Kathryn Hartinger, Jeff Caudill, Brandon Spencer-Hartle**

- Anyone can put in request for regulatory improvement item. City Staff request most items.
- Generally impacts Title 33. Planning and zoning code.
- 3. Property line adjustments: reduces ability to create lot lines in property line adjustments
- 6. Lot consolidations: allows creation of up to three lots through consolidation
- 7. Plat consolidations: Provides a process to allow vacation of entire plat to create one lot
- 14. Requires 120-day delay before ranked properties can be removed from Historic Resources Inventory (HRI). Based on Supreme Court ruling. In 1984 conducted a city-wide inventory of potentially historic resources and found 500 properties. Since 2002 haven't protected these properties from demolitions. For example, the Ockobok Mansion was removed from the HRI on the day it was requested for removal by the owner, so it could be demolished. RICAP 8 will require a posted notice on property and mailed noticed to the neighborhood association for residential and business (within 14 of 120 days). This does not go further then providing demolition delay. Owner must respond to questions but can simply respond no when it comes to: making attempts salvage, move home, etc. BDS could deny permit if the person doesn't post the notice or respond to questions about salvaging, etc. HRI is on Portland Maps. HRI isn't living document. Owner needs to consent to be in historic inventory.
- 34. Heritage tree: modifies heritage tree penalties to increase for unlawful damage. \$600 per inch to remove. *Will have a major policy discussion of tree policy in the future that are not addressed in RICAP due to questions*
- 37: Ground disturbance: allows small amount of ground disturbance without triggering tree requirements
- 41: Adds additional authority to levy liens and utilize other mechanisms for unpaid fees tied to tree code violations
- Proposed draft now will be released the week of Nov 7. Dec 13 is Portland Sustainability Commission

### **Bureau of Planning and Sustainability Announcements, Zena Rockowitz (in lieu of Nan Stark)**

- Recommended City-wide Zoning Map and other Comprehensive Plan Early Implementation projects:
  - Public hearing on the proposed amendments: November 17 at 2:00 pm.
  - City Council vote on Comprehensive Plan Implementation: December 14 and 21 at 2:00 pm.
- Inclusionary Housing Zoning Code Project:

- 3-hour work session and vote on a recommendation to City Council on November 8, 1:00 pm. City
  - Council public hearing on recommendations: December 8 at 2:00 pm.
- Mass Shelter and Housing Zoning Code Update:
  - City Council will hold a hearing on the proposed zoning code updates: November 2, 2:20 pm.
- Residential Infill Project:
  - Public hearings on November 9 and 16, 2016, at 2:00 pm at City Hall (sign-ups will begin one hour prior, and testifiers are limited to two minutes).
  - Following the November 16 hearing, City Council will vote by resolution giving staff direction to develop Zoning Code language and Zoning Maps that will implement the concepts they approve
- **Central City Plan:**
  - November 16 will be on river-related topics and transportation projects. For more information go to
- **Fossil Fuel Terminal zoning amendments:**
  - City Council will hold a hearing on the recommended draft on November 10 at 2:00 pm. Written testimony is accepted until that date
- **Design Overlay Assessment Project:**
  - Briefing to the Planning and Sustainability Commission on December 13, 12:30 pm.
- **City Council agenda:** View City Council agenda items for the upcoming weeks here: <https://www.portlandoregon.gov/auditor/article/378315>

### **Rose Quarter to the Gorge Trail, Garlynn Woodsong/Zena Rockowitz**

- Discussed creating stakeholder advisory committee. Neighbors and business that would benefit from the trail, Metro, PBOT, ODOT, North Portland Railway, Providence, railroads. Covers multiple jurisdictions including Troutdale
- Need to raise to a political level, beyond neighborhood association endorsement
- Hasn't been prioritized against bike lanes in other lane in the city, despite being popular
- NECN worked in-depth on the Columbia River Crossing, which was a similar concept
- Need to determine Project period, funding plan, etc.
- Potential to get Metro grant.
- *Moved that LUTC support setting up NEAT on Rose Quarter to the Gorge Trail Project. Motion passes.*

### **Neighborhood Updates and Announcements**

- Development Review Advisory Committee (DRAC): Met last week and are grappling with development rates and cost. Affordability is big issue. Hearing a lot about trees and the permitting and development costs.
- Residential Infill: Staff has updated the document to expand the overlay zone. Alameda didn't take a position. DRAC is taking position on residential infill. Talked about parking as it relates to residential infill, market forces, residential parking permits, costs, supply and demand. *Will ask the City to come and talk about parking regulations.*
- Concordia: Did not support Portland for Everyone but modified the majority opinion. They are meeting with City Council members. Garlynn could represent NECN if we take a position. ODOT team came out and talked about safety improvement on North Portland highway. Plan is deficient. It is discontinuous and they don't have a better plan.

King: Building on Failing and MLK. Proposing 6 units, 440 square foot studios with parking lot. Selling units through the preference program. 400 square foot studios.

**Next LUTC meeting is on November 30 (instead of November 23). The December LUTC meeting is cancelled.**