

Portland Planning and Sustainability Commission

January 8, 2019

12:30 p.m.

Meeting Minutes

Commissioners Present: Jeff Bachrach (arrived 12:45 p.m.), André Baugh, Ben Bortolazzo, Mike Houck, Katie Larsell, Daisy Quiñonez, Chris Smith, Katherine Schultz, Eli Spevak; (1 open position)

Commissioner Absent: Teresa St Martin

City Staff Presenting: Joe Zehnder; Francesca Patricolo, Michelle Marx, Liz Hormann, Sarah Figliozzi (PBOT)

Guest Presenters: Tim Eddy, Zari Santner (Albina Vision)

Chair Schultz called the meeting to order at 12:34 p.m. and gave an overview of the agenda.

Documents and Presentations for today's meeting

Items of Interest from Commissioners

Commissioner Baugh: Thanks and appreciation to Michelle Rudd, who resigned from the PSC at the end of 2018.

Commissioner Larsell is interested in the hiring process for the BPS director. I was hoping we would have some involvement in that and would like to find out if we still have time to be involved.

- *Chair Schultz* is on a panel, and she will be involved in the process this coming Monday.
- *Joe:* On the stakeholder committee, there are East Portland organizations represented, but we are trying to find out from the Bureau of Human Resources.
- *Commissioner Houck:* In my experience being on City hiring panels, the questions are quite circumscribed, so there isn't lots of latitude to ask additional questions.

Director's Report

Joe Zehnder

- **Manufactured Dwelling Parks Zoning:** The LUBA appeal was withdrawn, so the ordinance is in effect. The Fox Run map changes were adopted by City Council.

Consent Agenda

- Consideration of Minutes from the December 11, 2018 PSC meeting.

Commissioner Smith moved to approve consent agenda. *Commissioner Baugh* seconded.

(Y8 – Baugh, Bortolazzo, Houck, Larsell, Quiñonez, Smith, Schultz, Spevak)

Vote for 2019 PSC Officers

Decision

Commissioner Baugh moved the 2019 slate of PSC Officers:

- Chair: Katherine Schulz
- Vice Chairs: Chris Smith, Eli Spevak

Commissioner Houck seconded.

(Y8 – Baugh, Bortolazzo, Houck, Larsell, Quiñonez, Smith, Schultz, Spevak)

Albina Vision

Briefing: Tim Eddy, Zari Santner

Presentation

Zari introduced herself and Tim. She set the context about the project and what they are trying to achieve. As a community, residents are passionate and came together to come up with an idea to explore. They approached Mayor Hales, who supported the idea, as did the Blazers. The City encouraged the group to come up with a vision of what could be at this once historically- and culturally-rich area.

This part of the city has historically been called Lower Albina. In 1958, the site was cleared for Memorial Coliseum. This was a very diverse community, originally German and Portuguese, then became popular residential area for African Americans; there was a healthy mix of residents, with typical Portland homes and lively, small businesses.

A series of moves by the City (widening of Interstate, etc) began to remove structures and residential areas. It created many emotional scars, which still last today. The learnings and feelings that exist resonated with the Albina Vision group. They didn't want just an urban design practice; it would be a way to heal and bring the community together. It also would look to the future without forgetting the past.

There are currently major facilities that function very well in the area (Memorial Coliseum and Moda Center). But other than during events, it's very quiet and desolate. It's isolated because of the freeway and infrastructure. The location of parking garages also severs the connection the south and north sides.

The group came up with a set of values to uphold:

- A place where all people can live, work and play.
- Heal ourselves and our communities; honor what has, what happened, and what could be.
- Reconnect to the river.
- Integrate the arts in the process and product.
- Be intentionally remarkable.

We want to stitch back this area that has been isolated to the rest of the East Side.

Tim provided a more detailed description of the vision framework for a complete community. They tried to suggest a predictable future; as you look at the area now, there isn't a predictable future as it stands. The study area is 94 acres, bounded by the river, Steel Bridge, I5 and looping back north of the PPS Blanchard site. The first observation was that the land along the river is the only significant parcel of land that could possibly be dedicated to a shared public open space. This is a great opportunity. Establishing a healthy public realm

was also a component since the Moda Center doesn't do this right now. Stitching the district back into Northeast Portland across the freeway is important for reconnecting. Based on this, short- and long-term development plans were created. A framework to define the waterfront as civic open space is part of this. In the core of the district, there is another development opportunity, as is one to the south knitting into light rail. The long-term vision draws in NE Broadway with very dense development. In the core and open spaces you see civic and cultural facilities as well as at the waterfront.

Tim provided a few visionary image possibilities (slides 18-21) for the site. These are suggestions for spaces and activities that could happen there that could be designed in the future.

We have been working with ODOT and PBOT to learn more about what's being proposed for the Rose Quarter / I5 improvements. We don't want anything to preclude better, bigger ideas for the district. We offered suggestions for the freeway caps and other components as this is one of the biggest opportunity areas in the city center.

We'd love the PSC's support to PBOT and ODOT to further study potential solutions to the freeway caps to restore the city and connect Lower Albina.

A core group of the original members came together to form the Albina Vision Trust with the intent to promote the vision's values and some of the urban design and concepts of affordability and good architecture. We want to make sure that whatever happens does not preclude achieving the goals in the vision. Discussions with ODOT are making progress. We may have bigger ambitions that we hope to make this happen.

Commissioner Smith: Thank you for the boldness and commitment for the vision. There is lots of public process that would have to go in to create an actual plan. Please do keep working with ODOT. On the future state across Broadway, one of the features of the freeway project is the Hancock-Dixon component. Ironically this replaces Flint (part of the historic street grid). This will have a 10 percent grade, so it won't be much of a bike/ped connector. What does that do to the vision, and is there a better way open up that part of the site?

- Tim: We haven't studied the grade there enough to understand what will be best. A naïve assumption is that the existing grade should be able to work, but at 10 percent it doesn't. We'll need to do further study.

Commissioner Bortolazzo: Thank you for this vision. It's exciting to see what could happen here. In terms of the larger area, it could be affected by the Green Loop and the Post Office development. Have you thought of synergies with these projects?

- Tim: At one point we thought of a ped bridge connecting the sites on opposite sides of the river. Now TriMet is planning another way to cross the river, and we wanted to focus on the open spaces. The connection across the river is super important, and everything is quite proximate.
- Zari: We are extremely excited about the Green Loop. We would like to work with planning staff on this.

Commissioner Larsell: This is beautiful with lots of thought. But who is behind this planning effort? How much community involvement has happened already?

- Zari: About 20 people who were frustrated by conversations about this area that were not really dealing with the issues that exist got together initially. The problem is the lack of a comprehensive look and plan for the area. Property owners, Blazers, Moda, architects, developers, arts and culture communities, African American community members who were interested in the ideas.

Commissioner Bachrach: I hope the funding with ODOT is there. Related to when the stadium was proposed for the Blanchard site, I understood that the Albina community was not interested in that, but I think it could be a catalyst. What is the next step to bring resources?

- Zari: We don't really have funding to work with ODOT; we're asking for small money from various organizations and funders. PBOT has agreed that this part of the vision warrants more study, so they have agreed to do this. For MLB, we said they had to build the facility and achieve the values and community we want including an affordability component. But they were realistic and knew they couldn't do this here.

Commissioner Houck: I have been hearing from many people about this presentation, so I'm glad to see it in person. At an affordable housing meeting with City Club, Rukiyah [Adams, who's part of the vision team] talked about reconnecting to the river, so I'm glad to see this is consistent with that.

Commissioner Baugh: I will be working with ODOT on the lid, so I want to disclose that. This neighborhood is historically African American. It is the core of what they felt they lost. Intentionally, you should have African Americans at the wealth-creation side, not developers. It is imperative that if this is a place where communities of color come, they need to be intentionally involved through with the vision and through the building. I don't see the values you've discussed in the group. This is just one alternative, but there should be lots of public process about how we create wealth in minority communities to bring that back to the specific communities that were displaced.

- Zari: We want to create something that is inclusive and that represents the community. We know the vision is just that; they are to just give a sense of possibility. We know there needs to be public process and involvement of people to embrace and push it forward. We agree with your approach.

Commissioner Quiñonez: I agree with lots of how this could be an opportunity for wealth creation. What about housing options... is this a possibility?

- Zari: The plan includes about 3000 units of housing. Our hope is that more than 50 percent would be affordable. Our aspiration is that the vision blossoms and brings resources to enable small development.

Commissioner Spevak: The space of urban greenspaces is large, but we need commerce to support it. In terms of process, ODOT is starting to do engineering, and I'm unclear of next steps for their design.

Chair Schultz: How is BPS getting involved, and what does community involvement look like?

- Joe: In terms of the ODOT question, with the N/NE Quadrant plan, the PSC had a voice in the facilities plan for the street improvements. That plan was where the idea of capping was put on the table. At that time, the conclusion was that caps weren't going to be buildable due to facilities costs. Through the CC2035 Plan, we put together an urban design framework and analysis of this area. What Albina Vision has put on the table is quite responsive to the CC2035 Plan. Redevelopment in the Rose Quarter area needs to be focused on community development and benefits, specifically for reparations to the African American community. What we're doing now is going back through that line in the plan and restate for City Council and PPS that if redevelopment starts to come, our expectation is that it is equitable and community-driven development. We are asking for another level of analysis of the caps, an EIS process as well, to explore the idea of capping. Lots of what you're seeing here is really big infrastructure costs. We are checking on the ODOT process, restating our community commitment, and figuring out the lease on the Moda Center, Memorial Coliseum.

PedPDX (Pedestrian Master Plan)

Briefing: Francesca Patricolo, Michelle Marx

Presentation

Michelle noted the plan is going out for public comment, so we wanted to provide this briefing to the PSC today.

PedPDX implements the Comp Plan with:

- Strong focus on transportation equity.
- Increasing ped activity to improve health, climate, and manage growth and congestion.
- PedPDX classifications are based on Comp Plan centers and corridors.

There has been much public involvement that went into the review draft (slide 10).

There are pedestrian modal plans, the pedestrian priority network (slide 12) that reflect pedestrian demand.

Michelle shared details of the studies and work that has gone into the plan. Every two years the plan will be reviewed to be sure it's still accurate based on goals.

The second part is the pedestrian "toolbox".

The public review draft is coming out in a couple weeks. Staff is aiming to take the project to Council in late spring.

Commissioner Smith: Great work.

Commissioner Houck: I am an aggressive pedestrian, and I think educating motorists is a huge component.

Commissioner Spevak: I need some education for how often Title 33 references pedestrian classifications. Are there options to do less expensive sidewalk remedies (the number sounds quite high)?

- Michelle: \$4M/mile is an average. The toolbox will provide ideas for walking paths for areas where we might not be able to fully build-out sidewalks.

We will be taking public comment and revising the plan before going to Council. We'd like to have an update, even without staff returning to the PSC.

Francesca noted that pedpdx.com is where updates and further details and videos will be available.

Bike Parking Code

Briefing: Liz Hormann, Sarah Figliozzi (PBOT)

Presentation

Sarah provided a background about the project and its goals. About a year ago, we briefed the PSC on the stakeholder committee recommendations. Since then we have been working to refine those initial concepts into code language, specifically working through public feedback and code implementation challenges. This work has resulted in the documents in front of you today.

Sarah shared the broader policy overview, goals and context that this project addresses. PBOT is investing heavily in making our bicycle network extensive, safe, and comfortable. However, the safest and most comfortable bike infrastructure on its own will not convince 25% of Portlanders to ride if they don't have a place to store their bike. And therefore, to encourage Portlanders to bike, bicycle parking is equally as important as our bicycle infrastructure.

So bicycle parking in private development will play a huge role in achieving our mode split goals. And the construction that will house Portland's new residents provides major opportunities to impact mode choice.

Sarah provided a brief overview of parking terminology and basic information on how we currently require bicycle parking.

Bike parking is required, for the most part, to be on-site, and it is distinct from PBOT provided bike parking on sidewalks or the on-street bike corrals. We require sites to have two categories of parking:

Short-term bike parking for intended for visitors:

- Located outside, visible from main entrance; it easy to find.
- Short-term bike racks do not have a security requirement as the intent is that bikes are parked here for less than a few hours.

Long-term bicycle parking is required:

- Intended for apartment tenants, students, line cooks, teachers, office workers, etc.
- These people need to keep their bikes anywhere from 4 hours to 4 weeks.
- Long-term bike racks have a security requirement (minimal), as well as weather protection requirement (currently only 50 percent).

Liz provided background on the community engagement process and technical details. The proposals in front of you today, really try to balance the concerns from the development community; the needs of users as well as the realities of zoning code implementation.

The work with the Stakeholder Advisory Committee was just the beginning of code outreach process. Staff worked diligently during the code concept phase and the Discussion Draft phase to vet the recommendations with as many stakeholders as possible.

Key proposals in the Proposed Draft:

- Develop geographic tiers
- Update required amounts
- Security standards for long-term bicycle parking
- Codify standards for space saving racks
- Require horizontal racks
- Space for larger bikes
- Location of long-term parking
- Reduce the in-unit allowance
- Affordable housing exemption for in-unit

There are proposed amendments to other parts of Title 33, which you'll see in the proposed draft.

We will have a public hearing at the PSC on January 22.

Commissioner Smith: I have been working on this with staff and the stakeholder community. For PSC members focused on RIP, this does apply to 3- and 4-plexes. In terms of the cost, I'm interested in both the cost of doing it and the cost of not doing it. The idea of geographic tiers has an equity argument both ways. I want to focus on the issue of in-unit bike storage. Other cities don't do it. I'm particularly concerned about the in-unit exemption for affordable housing. We're create second-rate bike parking for households most in need of affordable transportation.

Commissioner Bortolazzo: I've noticed this was developed using 15 percent mode split. TSP is now 25 percent. How confident are you in the 15 percent split?

Commissioner Larsell: Thank you for including e-bikes. People are going to look at plugging in; is that a requirement? Also have you considered if the higher tier would include MAX stations?

- We don't have electric plugs as part of the requirement. We can look at this as an implementation issue in the future.

Commissioner Bachrach: Do you have historical data about the mode split changes? You showed a chart with the newer buildings that are providing more parking than this requires. Is there data that shows what parking that's being used?

Commissioner Baugh: I'm interested in the transit parking. In the long-term, is there a plan to transition from plan A to B? Or do they always stay in the same tier? The in-unit issue seems like a common sense issue. In terms of costs, I'm interested in the same thing as *Commissioner Smith*.

Commissioner Quiñonez: Is this just for new construction? I'm concerned for low-income Portlanders. I would like them to have the same type of encouragement to bike, and this feels like a gap.

- Yes, as well as some non-conforming situations.

Commissioner Spevak: I have the same affordable housing exemption question as *Commissioner Smith*. Integration with RIP, which might redefine what multi-dwelling means, is important.

Chair Schultz: We're going to have a big conversation about the in-unit conversation. When it's done well, it can work. The conversation is about how we get that to happen all the time. I will need to read the non-conforming piece and redevelopment requirements and when that would trigger.

Adjourn

Chair Schultz adjourned the meeting at 2:55 p.m.