

## Portland Planning and Sustainability Commission

Tuesday, June 28, 2011

5:30-9:00pm

### Meeting Minutes

**Commissioners Present:** Andre' Baugh, Karen Gray, Don Hanson, Gary Oxman, Michelle Rudd, Howard Shapiro, Chris Smith, Irma Valdez

**Commissioners Absent:** Mike Houck, Lai-Lani Ovalles, Jill Sherman

**BPS Staff Present:** Joe Zehnder, Chief Planner; Julie Ocken, PSC Coordinator; Barry Manning, District Liaison; Eric Engstrom, Principal Planner; Alex Howard, Portland Plan Project Coordinator; Mark Walhood, CPII

**Other City Staff Present:** Stuart Gwin, PBOT; Lance Lindahl, PBOT; Dee Walker, PBOT; Andrew Aebi, PBOT; Wendy Cawley, PBOT; Keith Witcosky, PDC; Morgan Masterman, PDC; John Jackley, PDC; Charles Wilhoite, PDC; Kate Dean, PDC

*Chair Baugh* called the meeting to order at 5:40pm and provided an overview of the agenda.

### **R/W #7191 - Proposed Street Vacation of SW 46<sup>th</sup> Ave and SW Florida St**

Action: Hearing / Recommendation

Stuart Gwin, Wendy Cawley, Lance Lindahl, PBOT

Documents Distributed:

- Staff Report to PSC

Stuart: I have a correction to the staff report, where I had written under the assumption that the SWTrails group opposed vacation. In fact the group has no specific stance on the proposed vacation.

The area in question is at SW 46<sup>th</sup> and SW Vermont. It is mostly occupied by St Luke Church. Currently there is a parking lot aisle and a driveway into the parking lot. The church would like to expand its current building. When they do that, they will move into the currently unused right-of-way (ROW), which the church is requesting to vacate. Conditions for this would be to build a new pedestrian/bike connection to replace the current parking lot connection, creating a dedicated ROW. There is some connectivity lots for vehicles by closing Vermont to California, but the possibly creates a new and improved pedestrian/bike ROW. Earlier, the 16' pedestrian path was designated as an easement, but now is noted as a dedicated ROW.

Wendy: The allotment is 16' between Vermont and California, comprised of a 6' ditch and the 10' paved pedestrian/bike pathway. We did narrowed this path from 20' to keep it out of the P-zone on the property.

*Commissioner Smith:* Do the terms of vacation confirm the ROW will be improved? If the approve the vacation but new ROW not yet developed, is this current path through still open?

- Wendy: The dedication is required, but the ROW doesn't need to be improved until other improvements (e.g. new building development) begins since that is tied to building permit, not the vacation.
- Stuart: On page 5 of the staff report we note the development needs to be completed within 2 years. If it's not developed, the vacated street will be revoked and the original ROW will be restored.
- Lance: new dedication areas would be dedicated but not improved at time of vacation. It is currently a grassy area, not developed. New ROW is not yet specified... may be where current ROW is or east of that.

*Commissioner Hanson:* Timing is critical. We need the new paved surface when the old is vacated. Can we make this happen?

- Stuart: This could be added to conditions of approval.

*Commissioner Shapiro:* What does “improvement” really mean? Asphalt? Width of the street? Can we get more specific?

- Wendy: The condition is that the 10’ pathway is concrete, associated stormwater facilities.
- Lance: These are currently unimproved ROWs. 46<sup>th</sup> is open, passable, gravel and asphalt. SW Florida is vegetated, sloped, with a stream in the area and is not passable.
- Joe: The improvement condition is not in the report; we need to make sure this gets added or properly described.
- 46<sup>th</sup> is dedicated ROW; Florida remains an easement.

*Commissioner Rudd:* Is there consistency with policy?

- Wendy: City spacing standards are a maximum of 530’ between streets. We don’t meet that here, but that is for a full roadway (for vehicles). Here all the property is owned by the church.
- *Commissioner Rudd:* Can you clarify the current condition of the area of the easement (muddy, grassy, etc) and the ability of LEDs, bikes, strollers to pass given that the new crossing areas wouldn’t be improved until development?

*Chair Baugh:* When the applicant builds across the P-zone, will they have to do a bridge? Can they even build across there?

- Wendy: The goal is to keep out of P-zone for the new ROW.

Stuart: On page 10 of the report we see the proposed pedestrian dedication to be at the far east side of the property. The dotted lines and arrows labeled “access” means that a person can access church property off Vermont St to access St John Fischer driveway. They can also come off SW 45<sup>th</sup> to California, so we are still allowing east-west vehicular access to the property.

*Commissioner Smith:* In general for vacation requests, do we notify our modal committees as a matter of course about street vacations?

- Stuart: We don’t normally make it a practice. We could make it more standard process going forward.

Testimony:

- David Knapp, St Luke Lutheran Church: in favor of vacation. Faith compels us to worship, connect and serve. The vacation allows us to do this in a more significant way. We already have a 1300 member congregation with about 500 worshipping on a Sunday morning. And the church population is growing with lots of youth, so building connectivity for us is important for safety as well.
- Cindy Gibbon, St Luke Lutheran Church member: in favor of vacation. The vacation will expand facilities to serve the local community as well as church members. We want to expand the kitchen and hall the community and church have outgrown.
- Steve Mileham, St Luke Lutheran Church: The site has fixed limitations on access off California Ave, as well as the environmental zone limit possibilities to expand. We have toured other churches that have expanded, all of whom who said you need to have contiguous buildings – this creates fellowship between events and allows for multi-tasking of the buildings. If we separate the buildings, there is duplication of systems as well as the potential concerns for kids and parents in different buildings, crossing the parking lot.

- Elise Moentmann, St Luke Lutheran Church: The church is dedicated to being a good neighbor. The street vacation allows the church to support shared values. We worked hard to address concerns neighbors have. We met with Maplewood, Hayhurst and Multnomah neighborhood associations as well plus SWTrails, SWNI and the Pedestrian Advisory Committee. We have the support of Maplewood. The concern for pedestrian connectivity value matches with the church's work to restore the e-zone on property. We are also working with City staff in the office and on-site to determine the optimal place for the pedestrian/bike route through the site. Until the time of any building, nothing would change. The church has to have the current asphalt/gravel access, so nothing would change until other buildings are constructed. Costs to church will be over \$500,000, but there are benefits for both the church and neighborhood. Emphasis on the pedestrian/bike connection.

*Commissioner Smith:* What I have seen from written testimony, I'm not worried about 46<sup>th</sup> Ave, but I'm interested in the future connectivity between 45<sup>th</sup> and 49<sup>th</sup>. Are there other development concepts that would restore one of those streets? Could your site plan allow California to become a street again between those streets?

- Steve Mileham: We looked at that with and without the vacation. Through studies, the church is better served by connected buildings. The building are too close to get a regulated ROW.

*Commissioner Hanson:* I see the permanent access aisle to St Johns Fisher. Is there an easement? Is the site always open?

- There is an agreement with St Johns Fischer that may not be formal, but the site is always open, not closed at any time. This is an exit only.

*Commissioner Hanson:* On the timing of the new pathway, the new path would require demolition of existing building, so that is the timing. Do you want to keep that building in place until the pedestrian/bike is in place?

- Steve Mileham: We have not yet considered this.

*Chair Baugh:* Florida St shows a pedestrian easement coming in, but it doesn't look like it connects to the driveway. Can we make sure this connects?

- Steve Mileham: It goes as far as the ROW now. We would add this to create the physical connection.

*Chair Baugh:* Where California comes across, is it feasible to have some time of a dedicated easement to allow pedestrian connection to 49<sup>th</sup> at the south of property?

- Elise: This is a parking lot, and that is unlikely to change. We have a constricted width to work with, but people can walk there now.
- Glenn Bridger: opposes vacation. Written testimony provides input for the proposed vacation to include both east-west and north-south connectivity options before being approved.
- Jim McLaughlin, SWNI: SWNI has no position, official or unofficial, on the proposed street vacation. Future PBOT staff reports should obtain response from SWNI board when impacting the neighborhood.
- Roger Avcerbeck, Willamette Pedestrian Coalition: opposes vacation based on the previous version of the staff report relating to pedestrian easements. On the bigger picture, SW Vermont and SW 45<sup>th</sup> Ave do not have sidewalks or bike paths. They are constrained streets. The Portland Plan Healthy Connected Neighborhood strategy highlights the concept of neighborhood hubs. There is now a small business node at SW Vermont St and SW 45<sup>th</sup>. Connectivity here is extremely important, and we

don't want to lose it. If sidewalks are built at the time of development, WPC would reconsider their position.

- Doug Klotz: Understands the church's need to expand, but feels there are other ways to expand (e.g. to the west). Maplewood neighborhood to the southwest doesn't have connections. There is the need for street connectivity, but it is lost if the street is vacated.

Written Testimony Received:

- Elise Moentmann, Bob Steringer – Co-Chairs, St Luke Property Development Steering Team
- Don Baack, SWTrails
- Gail Curtis
- Clyde Alan Locklear
- Keith Liden
- Lynn Rossing
- Julia Harris
- Vern Krist
- Gary McManus
- Nathan Devena
- Laurie DeVos
- Tsvi Epstein
- Joan Quinn-Klopfer
- Elizabeth Marantz
- Evelyn Porter
- Peter J DeCrescenzo
- Frankie Anderson
- Jill Fishman
- Philip Prince
- David Sexton
- Chuck Barrows
- Jill Gaddis
- Janet Cornelius
- Glenn Bridger
- Portland Pedestrian Advisory Committee
- Doug Klotz
- Willamette Pedestrian Coalition
- John Gibbon
- Glenn Bridger
- Jim McLaughlin

*Commissioner Valdez* moved to support the staff recommendation. The church owns the site, and they will have to worry and work with the overcrowding of their facility. I'm sympathetic to the testifiers, but the church is doing the best they can with the site.

*Commissioner Shapiro* seconded the motion.

*Smith*: I'm inclined to agree that vacating 46<sup>th</sup> in the interest of church expansion doesn't sacrifice connectivity. My question/worry is about east-west connectivity. We should refer back to staff to add conditions to retain the future option of east-west (SW California) connectivity.

- Lance: Staff looked at other street options. For clarification, there is not a connection to SW 49<sup>th</sup> - this is a private driveway, not public ROW to potentially connect to. The road on the west side of St. Luke is a private road owned by St. John Fischer Church.
- Wendy: California is less constrained but not an existing ROW. Anything that happens in the existing 46<sup>th</sup> is exempt from some Title 33 standards, but for improvements in new areas, the e-zone comes into play. This is why we scaled back on connections.

*Commissioner Smith:* Things will change over decades, so can we preserve City interest in a possible ROW for the future?

*Commissioner Shapiro:* Much of the conversation tonight has been based on “faith”. My concern is the timing around connectivity. There is too much looseness right now. My solution would be to create a Good Neighbor Agreement – what the community can expect in speed and what the church can expect in cooperation.

*Commissioner Hanson:* I am in favor of motion. The pedestrian easement would be a dedicated ROW. The timing issue can be resolved with recommendation that there is always a paved connection that people can use. Putting roads through this area doesn’t make sense to me. Perhaps there is a trail easement near Fanno Creek.

*Chair Baugh:* The recommendation shows access as easement, but this should be dedicated ROW, correct?

- Stuart: Yes, this has changed, and staff will edit the report to reflect the ROW instead of easement.
- Wendy: To clarify, Florida St would remain an easement.
- Baugh: We also need to add that the pavement is 10’ wide, all-weather surface.

Proposed amendments to included in the recommendation include:

- 16’ pedestrian access to dedicated ROW on SW 46<sup>th</sup>
- Pedestrian access 10’ wide, paved
- Connection on Florida to applicants property
- Maintain a ROW that will be paved all the time
- Good Neighbor Agreement to include terms and intentions focused on implementation.

*Chair Baugh* closed the testimony.

*Commissioner Valdez* amended the motion in include that staff will update the report. The recommendation was approved.

(Y6 – Gray, Hanson, Oxman, Rudd, Shapiro, Valdez; N1 - Smith)

## **Interstate Corridor URA Expansion**

Action: Hearing / Recommendation

Barry Manning; Keith Witcosky, PDC; Morgan Masterman, PDC; John Jackley, PDC; Charles Wilhoite, PDC Commission

Documents Distributed:

- Report to the Portland PSC: Amended and Restated Interstate Corridor Urban Renewal Plan
- Appendix A: Amended and Restated Interstate Corridor Urban Renewal Plan Comprehensive Plan Findings
- Appendix B: Interstate Corridor URA Plan - Adopted August 2000, Amended and Restated through July 27, 2011
- Appendix C: Report on the Amended and Restated Interstate Corridor URA Plan - June 8, 2011

PowerPoint:

Barry Manning: The proposed expansion of the Interstate URA area includes key commercial areas in North/Northeast Portland that are contiguous to the existing area. Appendix A highlights the expansion’s conformance to the Comprehensive Plan. We hope the PSC will confirm this finding and offer the recommendation for City Council to approve this expansion.

Charles Wilhoite: Has been the chair of the Citizen Advisory Committee, which started in December 2008, with the goal to generate the greatest benefit for people in the area. Outreach has been consistent and plentiful to minority chambers and other local organizations. The Committee has been comprised of 21 individuals who talk with and invite the community to relay what they want to see with investment in the area. The location of the expansion areas came from the community itself... they looked at what was already in place and how they could participate with PDC. At the same time, the Mayor convened a sub-committee to look at a community benefits concept to look at the overall PDC umbrella process. 26 recommendations to put into projects through PDC in years ahead. It has been a well-thought out, inclusive process.

Keith: PDC has 11 URAs in the city. This expansion of the Interstate URA moves to St Johns, MLK, Killingsworth, Dekum and Alberta.

URAs are defined areas, wherein PDC works with the community about investment plans and how the community wants to see the funding invested over time. Future property tax dollars are invested to increase property tax generated and to create jobs. When investment is done and the debt is paid off, the tax base goes back to the city and county.

In the Interstate URA, the maximum indebtedness ("credit card limit") is \$335M. The remaining capacity as of June 2011 is \$224M, so there are lots of resources left to spend for the district.

Morgan: The amendment expands the boundaries of the Interstate Corridor URA to bring resources to small businesses and commercial corridors along the areas noted.

There has been a diverse advisory committee, who recommended expansion of the Interstate URA.

One item of note is that the acreage of URAs is limited to 15% of the total city acreage. This amendment doesn't affect that, leaving 1580 acres in remaining capacity.

Approval process: PDC commissioners approved the amendment on June 8, 2011. The amendment is now at the PSC with hopes it will recommend the update to City Council, who will hear testimony on July 20<sup>th</sup> with a vote scheduled on 27<sup>th</sup>.

*Commissioner Gray:* Why is this URA expanded into these noted areas instead of other areas? What is the process for URAs in other parts of the city to get their areas considered for expansion? We have an opposition letter from the Roseway Neighborhood Association because their area is not being chosen as an area for expansion right now.

- Charles: As a commission, PDC takes a strategic look at all URAs to look at expansion options. Part of this is driven by the expiration with regard to each district (PDC can't issue debt if an area is at the end of URA designation).
- Keith: Much direction comes from City Council. For example, the Convention Center URA (MLK is in that area) is up in 2013. That area will continue to need resources, so we looked at Interstate to try to continue to invest in MLK. We also looked at the Central Eastside and Lents URAs. We're now looking at how we can do URAs in neighborhoods, specifically smaller ones in East Portland. We know there is still capacity in terms of acreage.

*Commissioner Smith:* In terms of governance, some members of the ICURAC sense that there were aspirations from 10 years ago that have not yet been met. I have a concern with shifting to a larger area – how will you do governance in an area with so many interested communities, pockets and needs?

- Keith: We don't have a direct answer right now, but we are looking at how we work with URA advisory committees in general. With the formation of the Portland Housing Bureau, the focus of PDC is now narrower than previously.

Testimony:

- Babs Adamski, St Johns Neighborhood Association: letter of support from the NA board. St Johns is community with strong geographic roots and institutions. The process for working to get URA expansion has brought the sometime disparate community together.
- Harold Williams Sr, and Harold Williams II: CH2A & Associates were brought on by PDC to help with expansion project. They have assisted to make 500 contacts and 80 face-to-face interviews, with much outreach to bring people to the table. People are supportive of the URA and expansion. There is a new trust in the work of PDC based on this further outreach. They support the process of the expansion with the community.
- Roy Jay, President, African American Chamber of Commerce: The URA expansion is an opportunity to be inclusive and to move forward. For the first time, people showed up to voice their opinion, which is a great sign of the direction for the city. We can keep care of the people who have been in the neighborhoods as well as new people in the area.
- Jonathan Colon, Hispanic Metropolitan Chamber: small business owner on the study team. PDC has been transparent and equitable in the process, which started about 5 years ago to implement changes. I'm happy to support the expansion because it brought in many communities who have previously been excluded.

*Commissioner Smith:* In terms of displacement, we haven't succeeded well in the past. Will this mitigate displacement and gentrification concerns, or will it potentially be another driver of displacement we have to worry about?

- Harold Williams, Sr: Those who own property can develop it. Not everyone will be brought in, but many will be able to. Thus far, we have seen this. PDC is moving in a progressive way, from a grassroots level so people are included. Those who have been left out in the past can now benefit.

*Commissioner Valdez:* It sounds like there has been good outreach from PDC, so this sounds like we have already moved forward.

*Chair Baugh:* How do we ensure that PDC stays involved and people don't get disenfranchised in the future?

- Roy Jay: Continued commitment to community outreach is vitally important. We need to be sure people will stay involved and benefit.

*Commissioner Shapiro:* Individual entrepreneurial spirit is important. The energy of the community will drive the work. This is all connected to timing, and it seems like this district at this time is a good place to be.

- Lew Frederick, NW Ideas: Stakeholder interviews were conducted at the stakeholders' places of work at times they could do them. Much time was spent on conversations and engaging the public. People want human-scale development, not large complexes. Contracts are underway to continue outreach efforts. The process will take time, but there is a commitment from PDC that appears to be more than words.
- Curt Schneider, St Johns Boosters: St Johns area groups are in agreement that the URA expansion will be beneficial for the neighborhood. We still have a question about

mixed-use developments with PDC doing commercial and PHB doing housing. We're also interested in the grant program solely for locally-owned businesses with under 15 employees to foster what St Johns is about.

- Dr Thomas Wright, President, Portland International Business District: The PSC should consider business district, along with Roseway, to be included in the planning for future development. IBD has been left out and is stagnating in terms of economic development. Our district covers north to Prescott, west to 57, east to 82<sup>nd</sup>, south to Halsey.
- Ed Gorman, Central Northeast Neighborhoods, Rose City Park NA, LUTC: Other areas of the city have not had their chance for funding. The letter to City Council should be of a request for a comprehensive study of urban renewal throughout the city to look at equity, fairness and transparency in the urban renewal selection process. No such study has yet been done, so I oppose URA amendments/expansion without further looking at other areas.
- Terry Parker: Voice support of the testimony and documents from Central Northeast Neighborhoods, Inc and Rose City Park Neighborhood Association.
- Cathy Galbraith, ED, Bosco-Milligan Foundation: Participant on the Interstate URA advisory committee to represent the interests of historic resources. She is concerned about retaining institutional memory of the board, which started at 50 people and is now down to 16. They can handle the expansion of the board, especially with neighborhood-based appointments. Displacement is a concern, and there are only just new programs to address this. We are advisory, and PDC makes the decisions. With the inclusion of MLK, we should include more appropriate design of new businesses in terms of both historic and residential areas. The Albina Community Plan started the displacement, and we need to fix that.

Written Testimony Received:

- Babs Adamski, St Johns Neighborhood Association
- Scott Andrews, Chair, PDC
- St Johns Boosters
- Roseway Neighborhood Association
- Portland International Business District
- Central Northeast Neighbors, Inc
- Rose City Park Neighborhood Association
- Terry Parker

*Commissioner Oxman:* I'm impressed with the community outreach and engagement. It seems that commitment this time will be different. Is there a commitment on the part of PDC to continue outreach and involvement in the process going forward?

- Keith: Dollars are budgeted for outreach (General Services contracts)
- John Jackley: The outreach and communications are based on financial restrictions and needs. We have been through public process and this amendment was passed by the PDC board. We have a Cultural Liaisons process and work with consultants who are culturally conversant/appropriate to the specific communities. Funding depends on the situation.

*Commissioner Oxman:* I would appreciate seeing the financial information. The context was about neighborhoods that have had long-standing inability to participate. I would advocate for ongoing outreach, using local contractors and it sounds like PDC is on the right track.

*Commissioner Valdez:* A concern of the PDC/PHB split... people don't own their space/land. You still will have a poor result if the two bureaus are not talking – that is the only way to



keep people in the neighborhood. The concern is that we will get hit with testimony later. What do you tell other neighborhood groups, especially minorities who have moved to, for example, farther East Portland?

- Charles: From the PDC Commission perspective, we continually strive to do better all around. We have to go to the people, and we have made a concerted effort to do so.
- Keith: PDC can invest using general fund dollars throughout the city. The nature and politics of the work is that we can't do URAs all over, all the time. We are restricted, but we also receive General Fund and Federal funding, so we have tools to help people beyond URAs knowing that we are limited to 15% of the city as designated URAs.

*Commissioner Shapiro:* How do you know when you're succeeding? How do you readjust to meet the objectives?

- John Jackley: Benchmarks are the citizen commissioners of the PDC board. On the financial side, all decisions go to the board. Secondly is the budget, which we track for City Council and the board. This is that we have a Dashboard presented to Council, our board and URACs, that shows where each project is annually.

*Commissioner Smith:* There are bricks and sticks limitations. Both are areas where implementation tools may be programmatic versus bricks and sticks. How can we effectively look at mitigation work?

- Keith: With the Neighborhood Economic Development strategy (NED), we are working differently to push funding out through organizations and build local capacity. We are looking at community-based organizations to develop NED. We want to connect minority property owners to get technical assistance to make sure they are learning and knowing their options to develop.

*Commissioner Hanson:* You are taking advantage of the ROW over I-5 by removing it from the boundary so there is more room in the 15% cap.

*Commissioner Rudd:* This is impressive and exciting. What about zoning, incentives? We can have that discussion and try to help in those areas as well.

*Chair Baugh:* A concern is as you look at investments, there are businesses that have been there for a long time who have been waiting. They should be in the front of the line. They will be the measure of success.

*Commissioner Shapiro* moved to recommend:

- 1) The Planning and Sustainability Commission send a letter to Portland City Council finding that the Amended and Restated Interstate Corridor Urban Renewal Plan conforms with the City of Portland Comprehensive Plan, and
- 2) The Planning and Sustainability Commission recommend that the Portland City Council adopt the proposed Amended and Restated Interstate Corridor Urban Renewal Plan, along with any other recommendations of the Commission.

*Commissioner Valdez* seconded.

The recommendation was approved unanimously.

(Y7 – Gray, Hanson, Oxman, Rudd, Shapiro, Smith, Valdez)

## **Portland Plan: Buildable Lands Inventory**

Action: Hearing / Recommendation

Eric Engstrom

Documents Distributed:

- Portland Plan: BLI Update Memo
- BLI air quality 2005 map
- BLI air quality 2017 map

- BLI institutional properties map
- BLI privately owned common space map
- BLI relative earthquake hazard map
- BLI Appendix A: constraint maps and model assumptions
- BLI development capacity analysis GIS model
- BLI residential capacity summary

Due to the hour, project staff did not present. They will do so at a the July 12, 2011 PSC meeting to allow time for discussion and responses to testimony received.

Testimony:

- John Gibbon: Pleased there is an effort to look at constraints, but a concern is there may be sites that were not identified in that effort. The map misses parts of SWNI, and we should work to update this map. Another concern is that staff chose not to include parking as a constraint. Concerns that BLI inventory is that 16% of available housing in the future will be new single-family residential though that doesn't reflect the historic market demand, which will encourage people to push the envelop for people to build on more constrained land.
- Cathy Galbraith, Bosco-Milligan Foundation: Portland's population increase over the past 10 years included a growth boom, but future growth projection levels need to have traction. To continue to project high growth is questionable. The BLI projection of 1.2-1.6% for the next 25 years is much higher than national models, and Portland population numbers have been below projections for some years. Strong single-family, homeownership is not reflected in "underutilized" land in the BLI analysis. Another concern is that historic and conservation districts have low constraints. The map on page 58 needs to be updated. The Portland Plan is about equity, and we think growth should be spread across the board equitably.

*Commissioner Smith:* We could disagree about growth rates, but what do you think this will be the pattern, and then rate? Do you see a difference between high and low scenario being significant in the patterns?

- Cathy: Builders may be encouraged to build in certain areas, but this may not be where people want to live. There are opportunities to redevelop where necessary, but we need to look at the disincentives we create, too. State Land Use planning goal talk about a range of housing types. Want to be sure we don't prematurely conclude we need high-density, high-rise buildings. We are interested in downsizing in some areas. We need to be sure that we don't threaten the make-up and qualities of Portland's neighborhoods and varied building types.
- Thomas Gihring: Common Ground, USA and urban planning consultant. Commends bureau's staff on competent and thorough document. No concerns with methodology or conclusions. One constraint that isn't mentioned is the current property tax system in Oregon, which encourages land holding and speculation, especially in URAs. The incentive should be to develop property, not to hold it. If the rate was shifted on to land assessments instead of building assessments, owners of the land would be financially encouraged to develop intensively. Ultimately would encourage staff to look into property tax reform and support amendment to State constitution.
- Kris Nelson: There are tools that could better capture publicly created land value... value-capture financing. In transit station areas, if land value looks to be increasing, owners have an incentive to develop. With increases in land value, the aim is to appropriate the created value. The language in an LID may be sufficiently broad to create this, but it may require additional city-level laws.

Written Testimony Received:

- Cathy Galbraith, Bosco-Milligan
- Jonathan Brandt
- Thomas Gihring

Testimony was closed. The PSC will review the input and propose a recommendation at the July 12, 2011 meeting.

### **Portland Plan: Background Reports Set #2**

Action: Hearing / Recommendation

Alex Howard

Documents Distributed:

- Portland Plan: Background Reports Set #2 Memo
- Portland Plan updated background reports:
  - 20-minute Neighborhood Analysis
  - Arts & Culture
  - East Portland Historical Overview and Preservation Study
  - East Portland Historical Overview and Preservation Study Appendices
  - Historic Resources: Additional East Portland Documentation
  - Historic Resources: Data and Maps
  - Household Demand and Supply Projections
  - Housing Affordability
  - Housing Supply
  - Housing: Updates on Key Housing Supply and Affordability Trends
  - Modern Historic resources of East Portland
  - Urban Form
  - Watershed Health

Written Testimony Received:

- Portland Business Alliance comments on Watershed Health report
- Port of Portland comments on Watershed Health report

Due to the hour, project staff did not present. They will do so at a the July 12, 2011 PSC meeting to allow time for discussion and responses to testimony received.

Testimony was closed.

*Chair Baugh* adjourned the meeting at 9:26pm.