

Portland Planning and Sustainability Commission
Tuesday, February 28, 2012
6:00-9:00pm
Meeting Minutes

Commissioners Present: Andre' Baugh, Karen Gray, Mike Houck, Don Hanson, Gary Oxman, Michelle Rudd, Howard Shapiro, Jill Sherman, Chris Smith

Commissioners Absent: Lai-Lani Ovalles, Irma Valdez

BPS Staff Present: Joe Zehnder, Chief Planner; Uma Krishnan, Demographer; Eric Engstrom, Principal Planner; Julie Ocken, PSC Coordinator

Other City Staff Present: Kate Allen, PHB

Chair Baugh called the meeting to order at 6:02pm and provided an overview of the agenda.

Items of Interest from Commissioners

Commissioner Hanson: The West Hayden Island advisory committee is reviewing the concept plan and mitigation strategies; this will be on-going work for another 6 months or so. The project team will brief the PSC in June, with a July hearing date.

Chair Baugh will attend the Council worksession on March 6 to discuss the LTE resolution based on the work of The Big Look project and others. Commissioners can provide comments to *Chair Baugh* before the session.

Director's Report

Joe Zehnder

- Many future agenda items coming to the PSC are in the public open house process: the food code amendments are being presented tonight; next Wednesday is the Cully Concordia Zoning and Street Project open house; and next Thursday is CC2035 advisory committee, working on the overall framework and linking the CC2035 plan with the recommendations in the Portland Plan.

Consent Agenda

- Consideration of Minutes from 02/14/12 PSC meeting

Chair Baugh asked for any comments or edits by Commission members.

The Consent Agenda was approved with an *aye* vote.

(Y9 – Baugh, Gray, Houck, Hanson, Oxman, Rudd, Shapiro, Sherman, Smith)

Hollywood Multi-Family Housing Tax Abatement

Hearing / Recommendation: Uma Krishnan; Kate Allen, PHB

Documents:

- TOD Project Summary document
- Staff report
- Zoning and site map
- PHB Investment Committee report

The site location is southwest of the Hollywood Theater, on Broadway. It is .2 miles from the MAX station and along frequent bus lines - so the location eligibility is met based on TOD requirements.

This project includes 47 units of workforce housing, made up of 4 studios and 43 one-bedroom units. Twenty-one percent of the units, on a pro rata unit mix basis (10 units), will be affordable at 60 percent MFI.

Benefits include:

- Residential density just over 275 percent of applicable maximum density as measured by units/acre for this site. This exceeds the program requirement of 80 percent threshold.
- 3,915 SF of first-floor commercial space.
- Adjacent to the new building, the developer is creating a new Public Pedestrian Plaza on what is currently a one-way parking lot known as NE 41st. This new space provides a stopping and gathering point for pedestrians and cyclist moving through the area. An improved space of 4,500 SF, the Plaza can host a variety of outdoor neighborhood events along the Sandy corridor. Will be built but then maintained by the City. This is far beyond the transportation requirement.

There is a very tight rental market throughout the Hollywood district. Forty percent of households are cost-burdened, showing that housing costs are very high in the area. This is a high-opportunity area for affordable housing, so this project can start alleviate some of that.

Commissioner Shapiro moved to approve the request for the 10-year TOD property tax abatement for the residential component with the condition that all proposed public benefits be provided. *Commissioner Houck* seconded.

Chair Baugh restated the motion and the motion passed.
(Y9 – Baugh, Gray, Houck, Hanson, Oxman, Rudd, Shapiro, Sherman, Smith)

41@Tillmook Multi-Family Housing Tax Abatement

Hearing / Recommendation: Uma Krishnan; Kate Allen, PHB

Documents:

- Staff report
- Zoning and site map
- PHB Investment Committee report
- Universal Design in 41@Tillamook

The project will replace a single story commercial building and surface parking, across from the library in Hollywood. It will have 1 studio, 37 one-bedroom units, and 9 two-bedroom units. It is located on a major bike route. The units will be small helping achieve high density. It is geared towards workforce housing serving a mix of single and couple tenants potentially with retail, service, and healthcare jobs or professional career starters. The project also includes 50 bike parking spaces and no off-street parking. Twenty percent of the units, on a pro rata unit mix basis, will be affordable at 60 percent MFI.

The public benefits of this project include:

- Density: the development will be built at just over 290 percent of applicable maximum density, well over the program requirement of 80 percent.
- Permanent dedications for the public: the development will incorporate a public bicycle work station for use by the residents and bike commuters.

- All of the 47 units are designed with accessibility and visitability features proposed by the Universal Design Principle, making all units accessible to people with disabilities. Common areas, the site and all units are designed with nearly 50 different attributes that make the development more livable and comfortable.

Testimony

- David Mullens, Creston Homes (Developer): Economically, the elevator in a 4-story building adds much to the development costs, but this feature enhances the age-in-place concept. The development will service small affordable housing for workforce in the Hollywood area, but the demographic in Hollywood is a bit older than other areas of the city. Developer is excited about the project, even with the costs being higher than what they usually work with.

Tillamook is a major bike thoroughfare, adjacent to the building's short-term bike parking. The building's bike area will include a bike stand and air as well as exterior and interior bike parking. Tools may be wired to the repair stand so they can be used.

Commissioner Shapiro moved to approve the request for the 10-year TOD property tax abatement for the residential component with the condition that all proposed public benefits be provided. *Commissioner Hanson* seconded.

Chair Baugh restated the motion and the motion passed.

(Y9 – Baugh, Gray, Houck, Hanson, Oxman, Rudd, Shapiro, Sherman, Smith)

Portland Plan: final draft review

Work Session: Eric Engstrom

Documents:

- Memo from Staff
- Revisions to Proposed Draft Portland Plan - red-line version
- Revisions to Proposed Draft Portland Plan - clean version
- Additional Comments on Age-Friendly City Topic from PSU's Institute on Aging
- Proposed Additional Revisions to the Revised Proposed Draft
- Summary of Changes Made in Response to PSC Testimony

The Proposed Additional Revisions document notes items that have not yet been incorporated into the revised draft plan, or that had accidentally been omitted in editing. These will be corrected as noted prior to the final Portland Plan document goes before Council. There were a number of consolidation of issues, but some important issues may have been lost in doing this, so the Proposed Additional Revisions works to reincorporate the elements.

The Summary of Changes document includes 17 themes, taken from the letter that the PSC provided as instructions to BPS staff to edit in the draft plan. The commission walked through and discussed each of these major areas. Page numbers related to the red-line version document:

Equity and Disability: p84-88: in the Housing Policies and Actions, “accessibility “is used in two ways, both in terms of barriers and in terms of cost. Staff will clarify the usage of both meanings.

Staff had multiple rounds of review with members of the disability community who were disappointed with the plan in the autumn. The edits were worked into draft and updated in this latest red-line copy.

p19 - Commissioners noticed the removal of the word “burdened” in the second bullet point, but they want to keep the sentence “No one community is overly burdened by our region’s growth” in addition to the first sentence.

Resiliency: There is a specific action on p51 that was added about seismic upgrades to schools; we still need to figure out financing for this, but this is the path. In the HCC strategy, text was added about emergency preparedness, which was better integrated into this section. p7 - Resilience is important in a changing world... there is much effort to recognize green infrastructure and ecological services, so this should be included in the parenthetical point “(physical, social and economic)”. p9 - Regional regulations and policies should be included (Metro) in addition to federal and state regulations.

Multigenerational City: In hearings, there were themes and issues that were woven into the plan, but some will be called out in boxes (for example on p52-53) to highlight specific stories. p88 (Action 81) - staff will change the verbiage to “current and planned high-capacity transit routes” regarding transportation and housing investment alignment.

East Portland: p127-128 highlights specific actions for East Portland. There will be an index of actions that relate specifically to East Portland in the final version. The East Portland Action Plan is a model we’re encouraging to implement the Portland Plan actions; there will be a link added to the index to the EPAP. p127, para5: “changing demographics” are both a challenge and an opportunity; it’s the combination of diversity, poverty and volume that creates a unique challenge in this area of the city.

Basic Public Services: p9-11 enhances the case for good basic services, and how those services advance the plan. This section was developed in coordination with the City’s infrastructure bureaus to highlight the relevance of those bureaus to the Portland Plan strategies. A description of core services was added and sprinkled throughout other sections of the plan as well.

Implementation of Equity Framework: Staff added new language in the Equity Framework that describes how it should be used. All equity actions now have partners listed. Additional language was also added in the Implementation Chapter about how the Equity Framework fits in.

Youth Comments: Staff changed language throughout the Thriving Educated Youth strategy and added program actions and outdoor school actions (p32-53). Regarding the transit pass for youth, there is discussion to reframe this action to (1) maintain program, but (2) in the face of fiscal constraints look at needs-based to prioritize, and (3) don’t disregard other school districts outside of PPS even though they have a school bussing system. TriMet links students to other areas outside the school day e.g. work opportunities, after-school activities, etc.

Traded Sector Clarity: Staff added a definition and explanation of the role of the traded sector and expanded text to explain target clusters. Also added was an action to emphasize regional economic coordination as well as text in about Trade and Freight Hub element to highlight the economic role of freight infrastructure.

Transportation and Green Infrastructure Innovation: The revisions add a policy to explicitly cite transportation system innovation as an aspect of the Urban Innovation strategy element. Innovation is in the systems, beyond just the green building policy.

Housing Strategy Alignment: The Access to Housing strategy element has been rewritten to better align policies and actions with the Housing Bureau’s new strategic plan, giving this section of the plan more structure and backing.

Gentrification: The HCC strategy has a new call-out that describes gentrification and displacement, with an outline of how different policies and actions can help move the city in the right direction. Some policies were rewritten to be stronger and to make the points clearer. This section captures the state of thinking and direction we want to try to go in, along with the challenges we will likely face. There is a natural skepticism from parts of the community regarding gentrification, but the section aims to address this and show we're moving in a positive way. Striving for quality and maintaining affordability is a real challenge, which the text tries to capture.

Bicycles and Active Transport: There is an added definition and narrative about Active Transportation to better link to public health objectives. The Action about transportation revenue model - how to finance transportation other than gas tax - was rewritten. The edits also include integration of the term "protected bikeways" as per bike advocates (the plan now explicitly uses the term). Civic Corridors can include parallel streets that provide various modes. We still need to add safe biking education as a component and edit the phrase "some level" of physical activity to be stronger.

Historic Resources: New policies address historic resources in neighborhood centers, and the action was rewritten to stress the role of cultural resources in centers and corridors, which could be in a physical building or community organization sense.

Community Action: There is a new section in the implementation section about community-lead-action (p171-175). The "take your own action" section should have a greater emphasis on what it means to be a partner in the Portland Plan process, building on the model of EPAP.

Geographic Recommendations and Data: Instead of including it in the plan, the local measures and actions lists will be published as a working draft under a separate cover, after City Council adoption of the Portland Plan. It will be a reference that summarizes the drilling down to the neighborhood level. Citywide indicators will remain in the plan proper.

Implementation Next Steps: This chapter includes more specific actions about next steps and the roles of partners in moving the components plan forward.

Prioritization, Action Item Review: Numerous actions have been consolidated or deleted throughout the document to keep the plan focused. Actions without clear or committed partners were deleted; some actions were repetitious and were consolidated; changes and edits were based on the criteria discussed with the PSC at the work session in autumn 2011.

At this point, graphs of indicators are detailed about current state but some show an arbitrary straight line or curve from where we are to where we want to be. There is some interest in showing the 5-year target in addition to the 25-year target, so it's likely there will be an additional target point shown.

Regarding the Local Measures, one of the next steps is to work with PSU to understand how we manage the indicators over the long-term. The intent is to continue to refine them and keep them useful via the partnership with PSU, which is responsible for updating the Portland Pulse indicators. We put 2 years of work into the Portland Pulse, which has many more indicators than what's in the Portland Plan. The Measures can be made more robust by connecting with Portland Pulse. There are also other measures/indicators that could be used, specifically more ecological indicators. The 12 indicators (topics) tracking data on are high-level; there are more technical items within each topic to tell the story better. There is not an ideal measure now, but we know where we want to get.

Commissioners shared kudos for staff's work on the Plan.

Next Steps

The Portland Plan will go to City Council on April 18 at 6pm. More information about logistics about the evening will come shortly. Staff is sending “save the date” notices to partners this week.

Staff will make edits from tonight’s meeting and will repost a text-only version next week. By March 19, there will be a full version of the plan with graphics posted.

Adjourn

Chair Baugh adjourned the meeting at 8:14pm.