

Portland Planning and Sustainability Commission
Tuesday, April 10, 2012
12:30-3:45pm
Meeting Minutes

Commissioners Present: Andre' Baugh (left 2:45pm), Mike Houck, Don Hanson, Lai-Lani Ovalles (arrived 1pm), Gary Oxman, Michelle Rudd, Howard Shapiro, Jill Sherman (arrived 1:20pm), Chris Smith, Irma Valdez

Commissioners Absent: Karen Gray

BPS Staff Present: Susan Anderson, Director; Deborah Stein, Principal Planner; Michael Armstrong, Sr Sustainability and Operations Manager; Michele Crim, Sustainability Manager; Sandra Wood, Supervising Planner; Debbie Bischoff, District Liaison; Julie Ocken, PSC Coordinator

Other City Staff Present: Douglas Hardy, BDS; Denver Igarta, PBOT; Christine Leon, PBOT; John Gillam, PBOT; Stuart Gwin, PBOT; Kaitlin Lovell, BES; Alice Brawley-Chesworth, BES; Tim Lynch, Multnomah County

Chair Baugh called the meeting to order at 12:35pm and provided an overview of the agenda.

Consent Agenda

- Consideration of [Minutes from 03/13/12 PSC meeting](#)

Chair Baugh asked for any comments or edits by Commission members. *Commissioner Hanson* moved to approve the minutes. *Commissioner Houck* seconded.

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

(Y8 – Baugh, Houck, Hanson, Oxman, Rudd, Shapiro, Smith, Valdez)

Director's Report

Deborah Stein

- BPS' budget session is at City Council tomorrow at 2:30pm.
- The Portland Plan is at Council on 04/18 - a number of PSC members are testifying.
- The Central City 2035 concept plan draft should be ready by June; Michelle Rudd is co-chairing this committee, and PSC will have a briefing in June.
- The updated Economic Opportunities Analysis (EOA) has been released in advance of the May 8 PSC hearing. The EOA is an analysis of the long-term employment growth and resulting demand for employment land in the city. With it comes an updated Buildable Lands Inventory that includes the employment land analysis to go with the residential land analysis that the PSC review last summer. The overall picture has not changed - Portland has shortfalls in industrial and campus institutional land.
- The BEST Awards are on 04/25 - PSC members each received an invite via e-mail; please be sure to RSVP if you can attend.
- Recruitment for the Comprehensive Plan Update Policy Expert Groups is going well. We have 75 applications so far, with another week to go in the recruitment. We have strongest interest so far in the Neighborhood Centers and Residential Development and Compatibility PEGs, and would like to increase outreach to fill slots on the Education and Youth Success and Watershed Health and Environment PEG(s). If you know of organizations or individuals who might be interested, please spread the word and let folks know that they can call Marty Stockton with questions. The online application is

available at www.portlandonline.com/bps/pdxcompplan. These are advisory groups working to support staff, comprised of agency staff and community members.

Commissioner Smith noted that he is on the City budget committee and that he is speaking up for the Portland Plan connection to bureaus' budget priorities.

Land Use Review Extensions Project II

Hearing / Recommendation: Sandra Wood; Douglas Hardy, BDS

Documents:

- [Proposed Plan](#)
- [Proposed Ordinance](#)
- [Land Use Extensions Timeline](#)

The Land Use Review Extension was initially done in 2009. Today's project proposes three amendments to the zoning code as a direct response to the economic condition of the city; this is a tool we are trying to tweak to make it easier for developers who have previously gone through land use review.

(1) Discretionary LU review - for example, for conditional use reviews, design reviews, etc. Approved reviews usually expire in 3 years if a building permit is not obtained. Similarly, for land divisions, a final plat application must be submitted within 3 years of the preliminary plan approval.

In 2009 Council extended the expiration date for subset of land use approvals by 2 years - so that approvals made between May 2006 and December 2008 would need to obtain a building permit or apply for final plat by mid-2012. This extension was in response to the economic downturn, which made it difficult for applicants to move ahead with project within the 3 year timeline.

Because the economy hasn't improved as much as expected, this ordinance proposes to extend the expiration period for these land use reviews an additional two years to mid-2014.

There is a gap between the 2009 extension and this current request for extension. There are a group of land use reviews within a 5 month period that will have expired prior to this ordinance being approved; this ordinance can't reactivate those. With the exception of the 5 month subset of land use reviews, land use reviews approved between mid-2009 and mid-2011 will also receive an extension to mid-2014.

(2) Final plat expiration dates. Currently there is no timeline for how long the final plat can be in process. The City has 56 of these submitted before 2009 with 5 being very old (going back to 1985). To avoid this problem in the future, staff is proposing a 3 year timeline maximum to finalize the plat.

(3) There are several dollar thresholds in the zoning code, all of which are automatically adjusted on February 1 based on *Engineering News-Record*, which is now published in late January. This request is to push the adjustment date out to March.

There have been 38 code amendment packages adopted since 2006. 13 have been administrative/programmatic; 10 geographic specific to area plans; and 15 that mostly clarify the code. RICAP 5 is the only one that created more restrictions than prior code as opposed to reducing restrictions.

Of the 3800 LU reviews processed, about 400 would be affected by this ordinance; the remainder have already gotten permit issued.

DRAC was supportive of these amendments, especially because the length of the requested extension is meant to expire before large-scale changes that will come with the new Comp Plan adoption (by the end of 2013).

Testimony:

- Jeff Joslin - expressed appreciation for support from Council, BDS and BPS staff for quickly moving this project forward.

Written Testimony Received:

- Matthew Powell, President, De La Salle North High School
- Jeff Joslin
- Kelly Ross, Executive Director, NAIOP
- Mark Boring, President, The Conifer Group, Inc

Commissioner Shapiro moved to approve the three amendments proposed and the ordinance as drafted. *Commissioner Valdez* seconded.

Chair Baugh restated the motion, and the motion passed.

Commissioner Oxman abstained from voting.

(Y8 – Baugh, Houck, Hanson, Ovalles, Rudd, Shapiro, Smith, Valdez)

Climate Action Plan and Climate Adaptation

Briefing: Michael Armstrong, Michele Crim; Alice Brawley-Chesworth, BES; Kaitlin Lovell, BES; Tim Lynch, Multnomah County;

Presentation: <http://efiles.portlandoregon.gov/webdrawer/rec/4839215/view/>

Document: [Climate Action Plan 2009 - Two Year Progress Report \(April 2012\)](#)

The Portland / Multnomah County Climate Action Plan was adopted in 2009, building on 2 decades of prior work. The long-term goal is to reduce emissions 80% by 2050 from the 1990 base year; there is an interim goal of a 40% reduction by 2030.

Various components put pressure on emissions -

Residential

- Population growth in the Portland area was 26% 1990-2010
- Energy use per person dropped 9% since 1990
- A shift from heating oil to natural gas as an example of less carbon-intensive use

Commercial & Industrial

- While the number of jobs increased by 12 percent from 1990 to 2010, energy use per job decreased by 13 percent and the carbon intensity of the energy used fell by 7 percent.
- When multiplied by the commercial and industrial sector's 40 percent share of overall emissions, this results in the sector's contribution of a 3 percent reduction in total emissions.

Transportation

- For transportation-related emissions, we again use population growth as a primary factor.
- We've reduced vehicle miles travelled, improved fuel efficiency of vehicles, increased use of transit and biking, and alternative fuels like biodiesel resulted in the reductions we see of both transportation energy use, and the carbon intensity of the fuels we use - equating to the sector's contribution of 1 percent in emission reductions to our total.

Waste Disposal

- The large percentage decrease in per person emissions from waste disposal reflects both the tripling of the recycling rate since 1990, and the capture of methane at landfills that receive waste from Multnomah County.

Adding everything together, there is a total reduction in local emissions of 6 percent (1 percent each from transportation, waste and residential; and 3 percent from commercial/industrial). The reductions come from both using less energy (electricity, natural gas, gasoline and diesel) as well as reductions in the amount of fossil fuels in the energy we use (switching from oil to natural gas home heating as well as the expanded use of renewables like wind and solar).

A significant gap has opened between Multnomah County emissions and overall US emissions. But there is still a long way to go to reaching the 2030 and 2050 goals.

p.22 - City and County working with Metro on climate adaptation "where possible". There is not currently a Metro-related climate action plan aside from the transportation piece.

We have recently finished up the second year of implementation of the CAP.

- Of those 100+ actions, 12% are completed, 58% are on track, 24% face obstacles and a remaining 6% really aren't going at all.
- The Year Two Progress Report provides a status update for each of those 100+ actions, and identifies which of these 4 "status" categories the particular action is in.
- Staff highlighted a few actions within each of the 8 action areas of the CAP.

A high potential for quick impact is in the commercial buildings space. Existing buildings can be retrofitted with a payback over a relatively short time-period. We are looking at ways the City can move some of these projects along to see these returns quickly.

CAP Action 7 - Climate Change Preparation was highlighted in the presentation.

Goal 2012 for a City/County joint strategy.

Projected climate change impacts in the Pacific Northwest:

- We expect increased temperatures (both maximum and minimum), changes when and how precipitation falls and weather patterns to continue to be influenced by larger cycles (e.g. El Nino).
- What we don't know about changes in total annual precipitation amounts and magnitude of extreme weather events.

Currently, there are 3 City/County working groups doing a deeper assessment of how climate change might impact us:

- Natural systems (including wildlife and habitat)
- Built Infrastructure (including roads, bridges, water, sewer, stormwater and developed parks like community centers)
- Public Health and Human Services (heat, disease, air quality, and vulnerable populations)

There is also an effort called the “Willamette Valley Resiliency Compact”, which includes the cities and counties from the entire Willamette Valley working in collaboration on climate adaptation.

Built infrastructure in this climate adaptation context relates specifically to the structural components (versus natural resource consideration being looked at in the natural systems group).

The group’s tentative list of actions as of February 2012 include administrative/institutionalizing; infrastructure and emergency planning; watershed management; and tracking the condition of major assets.

The County is focusing on health and human systems. They are conducting a public health vulnerability assessment; identifying more vulnerable populations to map and how to better connect with them; and they are using an emergency management lens to support overall human systems adaptation work and vulnerabilities. This group’s recommendations will focus on strategies to protect the most vulnerable; emphasis on actions with co-benefits; key indicators for measuring climate impacts; and addressing climate gaps in planning.

The natural resources group is focused on the impact to natural resources and recommendations to improve the adaptive capacity throughout the City.

Natural systems are already seeing the impacts of climate change:

- Anna’s hummingbird transitioning from migratory to resident species
- Vegetation productivity increasing due to a longer growing season - there is a higher (and more potent) pollen count, and people are experiencing more severe allergies.

Our policies call for more trees for CO2 reduction, stormwater management, urban heat island effect and livability. This is potentially conflicting, so the climate adaptation effort is looking for an optimal path to find a solution.

The climate adaptation groups’ goal is to find synergies between the work groups and create recommendations for climate adaptation by late summer 2012.

Cully Main Street and Local Street Plans

Briefing: Debbie Bischoff; Denver Igarra, PBOT; Christine Leon, PBOT

Presentation: <http://efiles.portlandoregon.gov/webdrawer/rec/4841727/view/>

The Cully Main Street project is implementing the Cully-Concordia Community Assessment and Action Plan, approved by Council in 2008. A central part of the project is to address local street system deficiencies to improve transportation infrastructure and local and economic development. This planning effort also implements the main street concept for Cully Blvd / Killingsworth St as identified in the Region 2040 Growth Concept Plan. It supports the Portland Plan Equity framework and health connected cities strategy as well as the Climate Action Plan urban form and mobility goal.

Desired actions include:

- A land use pattern that enables Cully Blvd to function as a thriving Main Street; and
- Alternative street design standards and funding mechanisms that can be implemented to improve local street connections.

Most zoning on Cully Blvd is residential (housing instead of commercial). There are a number of non-conforming uses (commercial in residential zones) but most are auto or alcohol-serving uses. There are no parks or community centers in the area either.

There are many partners working on the project, and there have been a number of events with the community. Community members are very engaged in the process, and workshops and open houses have been very well attended.

The strategic rezoning recommendations that will be presented to the PSC at the May hearing include:

- Consider existing context, potential opportunities and community desires;
- Strategically promote main street character;
- Respond to community support for additional residences; and
- Use criteria developed by PWG and endorsed by public.

Transportation issues highlight a reason why Cully is different from inner Portland. Cully was primarily annexed in the mid-1980s, similar to east Portland. Most of the area in and around Cully developed prior to annexation, so there were not the same connectivity or infrastructure requirements as within the city. Rezoning planning in central northeast Portland hasn't taken place in the past 30-40 years.

The plan also is looking at local street connectivity and identifying an improved walking and biking environment; there are over 50 blocks of unimproved streets in Cully, and 67 percent of streets are substandard (lack sidewalks on at least one side of the street).

The project team has been working in collaboration with PPS (Safe Routes to Schools) at Rigler. Many traffic counts were taken (on 36 streets) to identify which streets function best for walking/biking - those with lower traffic and that are direct routes. Looking to create more flexibility for improving streets is another opportunity in Cully. More than 70 percent of streets classified as local have fewer than 500 cars/day. Key items residents would like to preserve are low auto traffic; low auto speeds; space for gardening/planter boxes; and spaces to play.

Project staff is working with PBOT engineers and are looking at a new low-impact street arrangement. The primary objective is to pilot this concept in Cully: reducing travel way width to preserve existing features and retain calm, low-speed traffic. There is also a possibility of phasing for improvements: making partial/interim improvements while looking for funds to complete the street. Neighborhood residents would like to have an option to build a portion of the street sooner if the full street is too costly up front.

The Street-by-Street project undertaken by PBOT is a similar initiative - designing streets based on conformance of what the City wants, breaking streets into components to make them very user friendly in specific areas. Different material, different walk-ways, performance standards are all options to review in creating performance-based streets. This project has an aggressive implementation schedule as they hope to get to Council in September. PSC members will have an extended briefing about this project once the tools and possibilities are more defined.

The May 22 PSC meeting will be a hearing about the Cully project, at Rigler School.

Outer Powell Conceptual Design Plan

Briefing: John Gillam, PBOT; Stuart Gwin, PBOT

Presentation: <http://efiles.portlandoregon.gov/webdrawer/rec/4834549/view/>

Document: [Briefing Text](#)

This study is an outgrowth from the East Portland Action Plan. Because Powell Blvd is under the jurisdiction of the State, the City must partner with ODOT for any updates or enhancements to Powell. This plan outlines base-level future scenarios for both ODOT and City.

The recommendations currently in place for Powell are based on a 2003 Metro study of a broad area (Foster-Powell Corridor). These were general recommendations, so looking at Powell more specifically is the impetus for this plan.

The goal is to provide a conceptual design plan that will accommodate the 20-year needs of motor vehicles, bicycles, pedestrians and transit. This is a conceptual design plan to inform both future preliminary engineering phases for public capital improvements but also private development requirements for dedication and frontage improvements.

A citizen working group and four public meetings were held in the community to develop the project. This is a conceptual design plan - looking to provide guidance for when project development does occur.

Roadway alternatives considered:

- 3 lane cross-section
- 4 lane cross-section
- 5 lane cross-section
- Pedestrian and bike facilities were included in all roadway alternatives

The near-term roadway recommendation is for a 3 lane cross-section from the west end of the study area to SE 162nd Avenue. This includes one travel lane in each direction and a center turn lane. From SE 162nd to SE 174th Avenues the near-term roadway recommendation is for a 4 lane cross-section with two eastbound travel lanes, one westbound travel lane and a center turn lane. These recommendations will remain in effect for at least for the next 10-15 years. Benchmarks have been established as part of the plan where these recommendations may be reviewed at a future date. The recommendations also include an enhanced roadway edge condition for bicyclists and pedestrians that includes an 8' bike facility, 4.5' furnishing zone, 6' pedestrian zone and 1.5' frontage zone for a total of 20'. In a constrained right-of-way situations, the full size would be 14'.

The estimated cost to construct the recommended alternative (3 lane) is forecast to be \$67,000,000.

This area is greatly influenced by change in growth beyond the City. It had seen rapid growth over last 10 years, so traffic projections continued to climb. With the recession, growth projections have been downsized quite a bit (during the course of this study). So staff looked at interim growth projections and set benchmarks to look at changes over time. There is also the East Metro connections project involving the jurisdictions adjacent to Portland, so staff has tried to develop a plan with current information that has flexibility for changes.

Priority improvements from project include:

- Safety projects for all modes including left turn lane access;
- Pedestrian and bicycle system gaps along SE Powell Blvd.;
- Pedestrian crossing improvements including good transit access for pedestrians;
- Improvements resulting in faster and more reliable transit travel times; and,
- Transportation System Management (TSM) improvements such as upgraded signal systems.

The plan also includes recommendations for:

- Prioritizing the corridor segments for order of improvements;
- Identifying right-of-way needs that require additional study;

- Special considerations for project development; and
- Transportation System Plan (TSP) amendments.

The TSP amendments would be undertaken as part of a future land use process. The area in the vicinity of Ed Benedict Park requires special attention because of concerns about potential roadway impacts to both the park and to the commercial business across the street from the park.

Staff is taking the plan to Council for a full public hearing. Some of the recommendations being made will come back to the PSC as part of the Comp Plan update.

Members of the Community Working Group attended the meeting to share their thoughts about the plan.

Due to a lack of a quorum, the project team and CWG members will return to the 04/24 PSC meeting to finish their presentation.

Adjourn

Vice Chair Shapiro adjourned the meeting at 3:55pm.