

Portland Planning and Sustainability Commission

Tuesday, November 4, 2014

4:00 p.m.

Meeting Minutes

Commissioners Present: Andre' Baugh, Don Hanson, Mike Houck, Gary Oxman, Michelle Rudd, Katherine Schultz, Howard Shapiro, Chris Smith, Teresa St Martin, Maggie Tallmadge

Commissioners Absent: Karen Gray

BPS Staff Present: Susan Anderson, Eric Engstrom

Other Staff Present: Peter Hurley, PBOT; Mark Lear, PBOT; Art Pearce, PBOT

Chair Baugh called the meeting to order at 4:05 p.m.

Consent Agenda

- Consideration of Minutes from 10/21/14 PSC meeting

Chair Baugh asked for any comments for the consent agenda.

Commissioner Shapiro moved to approve the Consent Agenda. *Commissioner Oxman* seconded.

The Consent Agenda was approved with an aye vote.

(Y9 – Baugh, Houck, Oxman, Rudd, Schultz, Shapiro, Smith, St Martin, Tallmadge)

Chair Baugh gave an overview of the agenda.

Comprehensive Plan

Hearing: Peter Hurley, PBOT; Mark Lear, PBOT; Art Pearce, PBOT

Documents:

- [Staff memo](#)

Presentations:

- [Financial Plan](#)
- [Projects and Programs](#)

PBOT staff provided an update about the Transportation System Plan (TSP). Growth is coming, and we need to figure out how to direct that growth. We're planning for 150,000 new commute trips and 120,000 new households in Portland by 2035.

We need a balanced transportation system that includes more safe choices for short trips through walking, biking and transit. We need to reduce our vehicle miles traveled (VMT) and save space for longer trips and trips that must use vehicles.

TSP schedule

- Today's hearing
- Public comment now through February 18
- February 24 PSC hearing about the updated and tiered project and program list

We need to prioritize into shorter lists: a financially constrained list; an unconstrained list and a list of projects with dedicated funds; and a study list and projects that didn't make the cut.

We have a candidate list that have been drawn from already-adopted plans. People can provide comments via the Map App and/or on the PBOT website, or at psc@portlandoregon.gov and tsp@portlandoregon.gov.

There has always been a program list in the TSP, but many smaller projects have not been as competitive funding-wise. We have an opportunity to bundle smaller projects together into more robust programs so they are more competitive (e.g. for when applying for grants). The individual projects will still show separately in the TSP.

We identified 7 outcomes that we'll use to evaluate projects. These come from adopted state, regional and local plans, including the Freight Master Plan.

The 7 evaluation measures include: safety, access, return on investment, economic benefit, equity, health and climate. These are the key components against which projects and programs will be evaluated.

Over the next 6-8 weeks, staff will review the 311 projects plus the approximately 12 programs on the list to determine to what extent they will each help us achieve the goals/criteria. Access and mobility are other components against which projects will be reviewed.

Chapter 9 in the Goals and Policies are key components for PBOT as well.

The TSP financial plan:

- Ensures TSP strategies have a strong financial foundation
- Fulfills Transportation Planning Rule (TPR) Requirements - Transportation Financing Program (OAR 666-12-040)
- Must be consistent with Regional Transportation Plan (RTP)
- Includes a general estimate of timing and rough cost estimates for planned transportation facilities and major improvements
- Estimation of the fiscal requirements to support land uses in the comprehensive plan and assess the adequacy of funding mechanisms
- Considers existing and possible alternative or new funding sources
- Considers regular maintenance and capital replacement requirements
- Considers capacity expansion
- Will include projects, programs, and studies

In the financially constrained revenue scenario, we have \$1.4B. There are \$2.6B candidate program and project costs on the list right now, so clearly we need to prioritize where we'll spend the funds we expect to have.

There are 3 different revenue models:

1. Current Allocation Level
 - No increase in Gas Tax/Vehicle Registration Fee (VRF)
 - Minimal General Transportation Revenue (GTR)
2. Financially Constrained
 - Includes share of \$15 VRF increase every 8 years (same as RTP)
 - Our Streets funding for Safety

- Assumes 1 cent Gas Tax per year increase to cover Operations and Maintenance
- 3. Unconstrained
 - Includes Financially Constrained
 - Increase of Small Starts for Streetcar projects
 - State and Local VRF increases

The big task is to refine the revenue targets and understand what claims there already may be against those revenues. There is a lot of gray area (e.g. with the Our Streets program).

Considerations and next steps from staff:

- Have we missed any revenue streams that we should be included?
- In high growth areas, should we develop a new revenue source that includes local revenue sources like value capture, including parking, that could be used to fund a specific set of improvements in that area?

In the financially constrained analysis, we are including the Street Fee Proposal that is being considered by Council. The assumption would be \$40M annually.

Commissioner Houck was surprised by the pie chart regarding the increase in walking. It's exciting to see how much potential there is in terms of ROI on investing in options that increase walking as a mode.

Commissioner Oxman: Aside from parking revenue, what are other value capture mechanisms?

- System Development Charges (SDC) overlays, for example, around the light rail development. An Urban Renewal Area (URA) is also a form of value capture.

Commissioner Smith: The TSP has a ton of planning in it for how to prioritize projects. Our Streets has a more political set of projects. How will you marry the two different project lists?

- We've already started to do this: in the first 3 years, we've identified projects we want to start via Our Streets. We used the TSP criteria to look at projects to make some adjustments to the list before talking with our modal groups. Half the program for the later years gives us some flexibility. In addition to the 7 criteria, there is an eighth criteria, which is public comment and the PSC's recommendation. In January, we will take the public comments into the evaluation of the tiered list.

Commissioner Smith offered a challenge: [PBOT] Director Treat is the most articulate person in the City about Vision Zero [goal to have zero traffic-oriented fatalities]. The safety policy in the TSP draft is a long way to the Vision Zero safety policy, so how can you incorporate her articulation into the plan's safety policy?

Chair Baugh: Are you classifying "disadvantaged" in a federal sense? We need to redefine "equity" as to what's in the Portland Plan. In terms of the investment strategy, how will disadvantaged areas be on a "catch-up" schedule? When you start bundling projects, you lose the neighborhood locality, which is disconcerting. As for the location of the TSP and the list on the PBOT website, can you bring it up to a higher level so it's easier to find?

- East Portland Action Plan (EPAP) endorsed the Our Streets projects that they are seeing moving forward in East Portland.

If we're looking at where land use growth is going to happen, and if Centers and Corridors is how we should approach growth, that influences how we place our investments.

Testimony:

1. James Dreiling: The draft plan proposes to rezone my property to Open Space, but I'm against it. Retain what's currently zoned R20. 11197 N Portland Rd, on Smith and Bybee Lakes. *See written testimony.*

2. Sean Loughran, Port of Portland: Spoke to the Airport Futures project and need for consistency with the Comp Plan. This was a joint project between the City and Port as well as members of the public. The PDX CAC presented their annual report to the PSC last May, and the main components include long-range planning and Comp Plan amendments, as well as 3 IGAs. The major issues that the community addressed were also included in Comp Plan amendments. But the current draft plan includes almost none of the adopted language, so I request the PSC asks staff to work with the Port to ensure the outcomes from the Airport Futures group continue. The PDX CAC meets again in January, so it would be great to discuss this and bring it to the group then.
3. Bing Sheldon, NW Cultural Center: We are requesting a change the parking lot on my property to the same designation because we don't see the two being separate. The NW Cultural Center is a national landmark, which is currently zoned RH. We should change the designation for the full property. The Comp Plan proposes changing the designation for just the building, but we have them under the same ownership, and we never want to separate it.
4. Gustavo Cruz, NWDA: Excited and optimistic about the plan, but a few concerns. One size doesn't fit all, but the unique qualities of NW may not be fully recognized in the draft plan. Infrastructure may not be able to keep pace with rapid development. Neighborhood Associations (NA) need to be an integral part of community outreach. Goals and policies may not be specific enough to be implemented effectively; they need to be clear and direct and able to be evaluated. Please hold additional public hearings in the future. *See written testimony.*
5. John Bradley, NWDA: The current draft envisions urban nodes linked by transportation infrastructure. NWDA node currently doesn't have a geographic boundary. New mixed-use zones will reexamine set-backs, design standards, mass and bulk, etc, which is a shift to centralization and one size fits all. We want to see the actual code language before being in favor of this.
6. Sharon Genasci, NWDA: The air quality committee recognizes the need to protect Portland's air shed for the health of city residents. City and NAs should work together to clean up. (1) Construction projects should use Clean Diesel Agreement as standard for all new construction. (2) Fill the gap between DEQ and the City. (3) City regulations should limit the release of asbestos and lead in demolition sites. *See written testimony.*
7. Juliet Hyams, NWDA: In the draft plan, it seems that "sustainability" refers mostly to the economy and "resiliency" relates to global warming. These terms should be added to the glossary. We also should include "conservation" to address the intent of both terms. Conservation needs robust regulation, at the City level to protect air, water and quality of life. Increased gas tax and carbon pricing should be included as policies in the plan. The plan should help Portland maintain its national leadership in these areas. *See written testimony.*
8. Wendy Chung, NWDA: Spoke about demolitions and the historic district. Out-of-scale demos and rebuilding is detrimental to the neighborhood. This is a citywide concern about destruction of unique neighborhood character. We need to strengthen policies to maintain historic resources. The Landmarks Commission urged Council to update the Historic Resources Inventory (HRI) and recommended a 120 day waiting period for buildings that are 50 years or more old. Delay is not enough; we need incentives for preservation. We also need to reconcile current zoning so homes in the national register so they are not zoned RH.

9. Karen Karlsson, NWDA: Medical centers and higher education are seen as places for job growth, with the proposal to create “institutional zoning”. The next step will be to develop code as is started in the Institutional Zoning Project. Institutions are usually in residential zones, and they have conditional use master plans. Institutions, neighborhoods and the City need to work together to mitigate effects of growth on the neighborhood. But each is individual and tailored to different situations and need to be individualized to integrate into the neighborhoods. In NW, Good Samaritan is part of the community, and we have been working together with them. Think carefully about the new institutional zoning designation.

Commissioner Smith noted the growth boundary on Good Sam. How do we balance the need of an institution from overwhelming the neighborhood?

10. Jeanne Harrison, NWDA: The update of the TSP is still early, so I’m not sure what will happen. We assume Comp Plan and TSP will be updated to reflect each other. Issues include: lack of vision for next 30 years; verbs are often ambiguous (e.g. policy 9.59) in the draft plan; Comp Plan versus TSP classifications are confusing; and regional coordination is not strong enough in the plan.
11. Philip Selinger, NWDA: NWDA has additional transportation concerns around traffic demand management (TDM). The proposed institutional zones will not be able to address unique transportation needs. Transit needs are increasing beyond TriMet’s abilities. The City needs to better define future transit service and network and support development of a sustainable operating budget. Policy 8.37 for commercial uses in the right-of-way (ROW) takes up space but ignores the primary role of the ROW. Also, proposed parking Policy 9.50 conflicts with Policy 8.53.

Commissioner Smith asked if there is specific language NWDA can offer, please include that in your written testimony.

12. Jim Laubenthal, Riverside Golf and Country Club: Riverside is quite successful with a current membership over 500. The board discussed the industrial sanctuary designation and opposes this on our property. The perception that Riverside may be converted to industrial is bad for our business. I’m also concerned about regulatory processes in the future. There are likely other properties that have more feasibility to be converted to industrial in the future. *See written testimony.*

Commissioner Smith noted Portland is projected to be 600 acres short of industrial land. What is the trend in golf now, particularly for courses in urban environments?

Fewer young people are playing, but the Portland area is growing quite a bit for the golf community.

13. Carol McCarthy: Aspirational language in the plan needs more direction and grounding. The Comp Plan is too high level. In Multnomah, we have some R7 zoning, but corner lots are now being zoned at R2.5 and are exempted in the 2015 Tree Policy. We also need to have performance measures in the Comp Plan so we know if the language and intended outcomes are being met. *See video.*
14. James Peterson, Multnomah NA: We’ve requested a 90 day extension for public comment until after the Institutional and Mixed Use zones are defined. The Commission extended the record until March 13, but that doesn’t help with the timing of the other zoning projects. How can neighborhoods be prepared to testify without knowing what the categories of mixed use are? The public needs a chance to testify on the whole

plan. *See written testimony: Spreadsheet/timeline on the Comp Plan.*

Commissioner Smith asked about what “proposed code is defined” means. Our mandate from the State is to do the Comp Plan then the zoning.

How the zones will affect our neighborhood need to be defined. If you don’t have hearings on the zones until late May, how would we know what the language is? You need to combine Task 4 and Task 5.

The March 13 date comes after the Mixed Use Zones concept report, to give NAs time to review and testify against what’s being proposed.

15. Tim Helzer: Marine development on West Hayden Island (WHI) is not economically or environmentally feasible. *See written testimony.*
16. David RedThunder: Provided details about his personal history and connection to WHI. WHI will not succeed economically as an industrial port. WHI is a highly valued urban natural habitat. WHI should be sanctuary for us all. *See written testimony.*

Commissioner Houck: Short of taking it off the table entirely, can you give us language in writing that would accomplish the objective of carrying forward the PSC’s WHI language in the IGA?

We would be glad to supplement the PSC’s language.

17. Christopher Brown: The Westmoreland QFC lot at 6144 SE Milwaukie Ave. is currently zoned R5 non-conforming use, which restricts uses for the parking lot. This has served the neighborhood well. Since the opening of the store, the neighborhood has experience negative impacts including noise from trucks, garbage and debris blowing into the neighborhood, and vandalism. A Good Neighbor Agreement draft was never signed by QFC, and it’s not enforced, despite repeated efforts by the neighbors. The grocery store is needed in the neighborhood, but we need a better neighbor in our grocery store. Help maintain current R5 non-conforming use so the neighborhood needs are met.
18. Susan Egnor: Homestead neighborhood. In the UDF, my neighborhood is portrayed in 3-21 as an inner-ring pattern area. But this inner ring pattern area is not applicable to this area. Homestead is almost 50 percent undeveloped parkland with steep winding hills to reach public transportation. It does belong in the Western Neighborhoods pattern area. I would like to see clarification that our forested slopes will not be developed like inner city. Or, if we are a hybrid, explain what that means, and allow an opportunity for input.
19. Gene Dieringer, Woodstock Business District: There has been minimal attention to Woodstock in the plan. But new energy is in the neighborhood. Many new businesses are coming and the area is being redeveloped. Neighbors and businesses and Reed College partnered together to complete a vision plan for Woodstock. We’re still finalizing this plan, which we want to be considered. The community supports positive change and growth. We don’t want another Division St, but something quaint while accommodating higher density that fits the neighborhood. Our final charrette session with the neighborhood will be on December 3. The City should stay engaged in our planning efforts to develop into a complete neighborhood.
20. Angie Even, Woodstock Business District: There is a sense of urgency the neighborhood is going through in balancing growth and lack of infrastructure to the support growth.

Woodstock is not safe for pedestrians or bikes, and our community expressed a need for traffic calming. Woodstock is not a candidate in the TSP proposed plan, but why not? We have no east-west bikeway from 52nd to Chavez. Woodstock is a perfect example of where a little funding can go away. We are at the edge of southeast and are vulnerable to development. We have been proactive and not reactive to change. Please be proactive with us.

21. Terry Griffiths: 8 percent of Woodstock streets are unimproved, compared to 2 percent all citywide. The Roadway Not Improved report showed that this is in part because LIDs are too prohibitive, and because residents adjacent feared an undesired increase in traffic on the streets. The Comp Plan envisions high density, but substandard streets undermines this objective. *See written testimony.*
22. Blythe Olson: Concerned about zoning change for Strohecker's on SW Patton Rd. as the plan shows a change to Mixed Use Commercial. In early 1980s, the Strohecker family owned the market, and application was made for a variance to expand to a more commercial size. After a long process including neighborhood residents, Ordinance 155609 amended the current Comp Plan map. It allowed them to expand and amend the Comp Plan Map to Local Commercial – R5 to C3 for the store property. Please continue these conditions. *See written testimony.*
23. Jim Howell: Opposed proposed downzoning of Elliot to single-dwelling R2.5. This is an ideal transit and compact neighborhood. We need to increase affordable multi-family housing, not downzone. *See written testimony.*
24. Anton Vetterlein, Homestead NA: OHSU should not be changed to Mixed Use zoning. This would open the door to more vehicle trips, which would be more difficult to control. Policy 1.15 is concerning as it creates uncertainty with existing area plans. We need to be assured that all components of current plans remain. This is an issue for all Neighborhood plans. R1 and CG rezoned to Mixed Use should not be allowed for commercial uses.
25. Bob Sallinger, Audubon Society: *See written testimony.*
26. Joe Leubezet, Audubon Society: Chapter 7 language has become weaker than the January 2013 draft and entirely rewritten. Policies have been eliminated. The Industrial Development chapter policies have been expanded. Action verbs in Chapter 7 have been weakened rather than strengthened to enhance ecosystem health. *See written testimony.*
27. Jim Labbe, Audubon Society: Environmental equity, green infrastructure and access to nature need to be strengthened in the plan. We need to improve the language of Chapter 7 goals, for example, include “and design to protect, enhance, and restore nature in all neighborhoods”. Integrate green infrastructure. *See written testimony.*
28. Dan Rohlf: Policy 6.17A is a wrong-headed approach and sets up a “race to the bottom”. Goal 9 does not trump all other state goals. We should look for other ways to meet industrial land needs, such as brownfield redevelopment. Minimal protections for the environment should not be regulatory handcuffs we use in Portland. Portland should be a leader in balancing industry and protecting environment, but this plan doesn't get there.

Commissioner Houck asked about specific written testimony. Please submit this to us.

29. David Hampten, Transportation Chair, Hazelwood NA and East Portland Action Plan: Regarding policies 9.6 and 9.7, lots of people who live and work in East Portland are in the Columbia Corridor or south in Clackamas County, not downtown. But the transportation focus for PBOT has been getting people to downtown, even though that is not serving people who need to get to the family wage jobs. We need more north-south infrastructure. Policy 9.6 ranks transportation modes, but 9.8 talks about affordability. For many people in East Portland, they are far from biking and transportation options, so they have to drive to get to their jobs. PBOT has underinvested, especially on N-S transportation. I encourage PSC to think about the long-term goals but also think about the medium and short-term for people currently living in East Portland.
30. Corky Collier, Columbia Corridor Association: Career and technical jobs are located in the Columbia Corridor. But we need more transportation options for people to get there. More diversity needs to be encouraged. We need to improve living-wage job opportunities.
31. Katie Larsell, East Portland Action Plan: EPAP has been talking about the Columbia Corridor, which shows that lots of the workforce comes from East Portland. We do not want to displace people who are currently living here. Anything we can do to promote middle income jobs is something that we should try to do through the plan or some other way. We want to make sure people who live in East Portland can get to jobs without having to drive. If there is any other action you can take around displacement, we should include that as well. We're afraid that when displacement in East Portland starts, we won't be able to stop it.
32. Richard Johnson: Concern about the change in zoning from R1 to C2 on SE 15th. These are 1-2 blocks of single-family residences, and rezoning would make less family housing and less of a neighborhood community. Retain current zoning *See written testimony*.
33. Susan Lindsey, Buckman NA: Please keep current zoning and don't up-zone the 4.5 blocks of 15th to 19th on SE Morrison. This is currently R2.5 or R1 single-family homes.
34. Tamara DeRidder, Rose City Park NA: Lots of elements in the plan directly impact the Rose City neighborhood. The proposed draft reflects only a few of our recommendations. We look forward to reviewing other committee proposals (mixed use and industrial zoning). We have concerns about lack of planning for off-street parking that generate impacts on air quality and livability and access to stores and services is choked. A TDM should be developed. We need to transition to alternative transportation options, but we can't do this as a sudden change. The 45' height limit in Hollywood should be continued on Sandy Blvd as it continues eastward. *See written testimony*.
35. Claire Coleman-Evans, Bridlemile NA: A concern for residents is walkability. Bridlemile only has a 46 walkability score. How will the Comp Plan improve the walkability of Bridlemile neighborhood?
36. William Moss: Strip-zoning is counter-productive and doesn't "keep Portland weird". There is no thought to ramifications of parking or noise. The City should designate strip-zoning as legacy zones, freeze them and move on. We need to protect neighborhoods. Limit sound, hours of operation and other adverse effects on neighborhoods. The City should also invest in intelligent development – develop commercial centers where residences grow up around.

37. Laura Campos: Minority rights are only recognized by the dominant culture when the dominant culture perceives it's in its own best interest to help. You need to reach out to communities to show how affordable housing can be in keeping with neighborhoods. Diversity needs to be framed in a positive light. It needs to be an effort to win the hearts of all residents in SW as there have been in East Portland. Regarding displacement, if you locate people near higher-paying jobs, that will help. And look at reversing the state ban on inclusionary zoning.
38. Don Baack: SW Trails was started to improve transportation system in SW Portland via trails. Policy 8.77 implies this will be under PP&R, which will be difficult for us to work with. This should be under the Active Transportation group at PBOT. SW Trails were put together with a safety perspective. The plan should encourage a focus on completing networks and the system of trails.
39. Tinsley Honsdorfer: Disappointed that WHI is designated as industrial without mitigation requirements. Remove WHI from the Comp Plan.
40. Jay Higgins, TriMet: Requested a change of Mixed Employment to Mixed Use west of 17th, adjacent to the Milwaukie Light Rail. This is currently an EG1 zone. Properties must be leveraged to create lively and viable station areas.
41. Mary Ann Schwab: Was surprised by policy changes in Chapter 2. Most recommendations from the previous draft have been changed. We need to reinstate NAs and Business Associations as means of public involvement. We need to protect all our open space for future generations. No net loss should be included in the Washington HS property to buy at market rate.
42. Jeanne Galick: There is vague language around environmental issues that needs better and clearer language. Change "encourage" to "require" in 4.58, 59, 62, 63, 64 and 7.11. Policy 7.47 is about Willamette Greenway, and we should remove "where practicable", which in my mind implies there is a loophole. Better regulations are needed here. The Comp Plan should strengthen guidelines for the greenway planning process. Policy 7.47 should be restated "increase existing 25' set back to at least 100' and encourage larger setbacks. Increase and protect riparian habitat in the Portland harbor." Enforcement needs to be addressed somewhere as well including better tree protection and trash removal.

Commissioner Houck reminded her to submit her testimony in writing.

43. Scott Fernandez: Retain open reservoirs as functional drinking water facilities. For over 100 years, Portland's open reservoirs have provided healthy drinking water. Covered reservoirs do not allow sunlight or oxygenation. Open air is important for a healthy water supply. Include this as part of the Comp Plan update. See www.bullrunwaiver.org.
44. Craig Beebe, City Club of Portland Bicycle Advocacy Committee: The description of community involvement is incomplete. Transportation planning needs to be more inclusive. Public investment choices need greater clarity about how bureaus will coordinate and prioritize investment decisions. Use the plan to endorse a clear Vision Zero policy. We're also concerned that freight policies are separated from the transportation hierarchy and that we don't have clear evaluation measures to see how effective the plan is in the future. *See written testimony.*
45. Andrew Phan: Has had his practice at 6919 SE 82nd for the last 2 years. There is heavy traffic in the area, and it's a challenge to cross the street. Concerned about kids and

elders who are trying to cross the street here and the routine crimes that don't mix well if this is changed to residential zoning. Please keep our property zoned as-is.

46. Ted Labbe, Depave: Three themes: (1) I'd reiterate earlier comments by Audubon about chapter 7 and 6.41 and 6.48. (2) Green infrastructure – we can do more to integrate it across different land uses instead of isolating these policies in chapter 7. Emphasis and detail should be included in chapters 3 and 4. And we should incentivize green infrastructure and to put it close to where people live. (3) Policy 9.15 (repurposing the streetscape) can be more explicit to encourage and facilitate temporary uses for other community purposes. TDM needs to be better included in the Comp Plan.
47. Michelle Devlaeminck: Annexation and development of WHI is entirely humanitarian and is only a benefit to the economy, which is might not even do; jobs that are said to be created may not even happen. The Port has been declining in its business in the last several years. Wetlands are vitally important for this area.
48. Lily Nguyen: SE 82nd properties. Don't change zoning to residential. This is not a safe environment for families. These properties went a major zoning change in October 2006, but now the plan shows this reversing. Keep our property as commercial. *See written testimony.*
49. Judy Bluehorse Skelton: Served with Vision PDX, when historically underserved communities were included. Continued to serve on the Portland Plan CIC and the current Comp Plan CIC. Industrial land use does not reflect conversations that we had in PEG discussions or in the equity conversations had under the Vision PDX process. We need to take a longer look and not just a short-term one. The PSC should advise the staff on industrial land use sections and the equity concerns, and on integrating green infrastructure.
50. Marianne Fitzgerald, SWNI: Submitted testimony on 11/03 that includes motions that were approved by the SWNI board. The March 13 deadline is not sufficient to evaluate neighborhood livability based on potential new Mixed Use and/or Institutional zoning. In Chapter 2, we need to keep the current standing of NAs in public processes. Centers and Corridors must have adequate and safe facilities to allow people to access shops in these areas.
51. Garlynn Woodsong, Concordia NA: City greenways and bikeways are getting traversed through cut-through traffic. We should have auto diverters every 2 blocks. Also, alleys are being ignored by new development. We don't have policies for developers to provide access to new development, so Policy 3.77 should require that auto access is used where alleys exist. Regarding demolitions and affordable housing, we are losing our historic single-family homes. We need to slow down and reform the demo process and look at how can we turn this into a net benefit for neighborhoods, We would like to have R5 and R2.5 remove the prohibition on more than one unit per structure, depending on size of the lot, which could help to create more affordable housing.
52. Bob Bernstein: My property tax has gone from \$3200 to over \$5000 in past few years. I won't have enough money to continue my lifestyle if this continues to rise each year. If seniors can have options to deal with property tax increases, by volunteering or otherwise, that would help people stay in place and not be displaced. Also we need to strengthen language in the plan about WHI so it doesn't disappear.
53. Justin Buri, Community Alliance of Tenants (CAT): CAT works to hear concerns that tenants have to secure healthy and safe housing. They are worried about dwindling

opportunities for housing and the effects of displacement in N and NE Portland. We want to preserve people in our communities so they are not pushed out. The plan should look at opportunities to address involuntary displacement. Concerns about substandard housing and how to bring it up to a better standard. We support Living Cully's proposed policies. This is a 20 year plan, and we should be able to overturn the statewide ban on inclusionary zoning. Land banking is another option. Displacement also happens when other areas don't capture an equitable amount of housing growth e.g. what happens with downzoning in Eastmoreland. *See written testimony and cards.*

54. Janet Roxburgh: Protect WHI. *See written testimony and video of photos.*
55. Tom Liptan: Protect all of WHI. Don't lose this natural treasure that we don't have elsewhere in Portland. Create incentives and consistency for installation of ecoroofs on industrial and multifamily developments. They are a proven technology and affordable. We also need specific goals for green infrastructure, especially as associated with industrial land development. Reduce impervious surfaces in the public ROW and don't pave over the landscape. *See written testimony.*

Commissioner Houck noted that Tom started as the ecoroof program in the City and has been lauded around the world. Do developers wish that green roofs were required so that the playing field would be even?

Yes, some developers have confirmed this and it makes dollars and sense. It extends the life of the roof and is financially good in the long-run. Portland should remain a leader in the world in terms of what we've done with green infrastructure.

56. Jeff Geisler, HiNoon: Remove WHI from the industrial lands section of the Comp Plan. Also, we need air quality testing throughout the city. Sidewalks should be prioritized over other transportation (biking) facilities. We'd also ask for another hearing in North Portland. *See written testimony.*
57. Lisa Skube: Livability and conservation is most important, especially as it relates to our City trees. Implementation of the Tree Code is not working. If the Comp Plan is going to work, we need to ensure coordination for execution. Development needs to be consistent with neighborhood character including care of trees. We need enforcement and a way for neighborhoods to talk to and be part of the process in development plans. *See testimony.*
58. Alastair Roxburgh: There are deficiencies in the methodology used in the industrial land inventory. Simple constraints don't work. An acre on an island is different from other land and needs to be reviewed differently. *See written testimony.*
59. Raihana Ansary, Portland Business Alliance: The PBA supports multimodal transportation policies that encourage job growth. But pedestrian/bike/transit are overly used in the TSP criteria. We need to add criteria to evaluate the number of people benefited and/or impacted by projects. Criteria need to address all issues. Freight-related projects will be evaluated separately, but if we can't evaluate both sets of criteria simultaneously, it's not clear how one will affect the other. It's not sufficient to only focus on freight streets when focusing on goods movement. Also, the transportation hierarchy is a concern in terms of how it may be applied as is the use of streets beyond their use for transportation functions. *See written testimony.*
60. Micah Moskel, NECN: We need a better balanced approach to industrial land and health of the environment. The golf courses and WHI proposed changes paint over natural areas and develop them as industrial, which likely will increase pollution and will

create a loss of environmental benefits. Look for other ways to secure industrial jobs; clean up existing brownfields. We need to promote intensification of industrial jobs on current lands. Consider seeking Goal 9 exemption from the state if necessary.

61. Springwater Stables: 6729 SE 122nd, at the SW corner at SE Foster Rd. A Commercial or Employment designation would satisfy a need for economic development and employment opportunities at this location in East Portland. *See written testimony.*
62. Paul van Orden: Eliot resident. You should return the SE corner of Fremont and Williams to R1 zoning as it is an equity issue. Don't downzone the property at 52nd and NE Fremont from R2 to R2.5. We purchased the property knowing the zoning and plans for future years and want to pass development rights of R2 to children to develop later. I've estimated the land value would be decreased \$1.5M if it is downzoned.
63. Willie Levenson, Human Access Project: The HAP hosts the annual Big Float event. WHI testimony has been true tonight. I feel disenfranchised by having to go back and question what the work the PSC did last year on the plan was. "Environmental crisis" is new to our vernacular. We need to protect our open spaces.
64. Steve Morasch, US Realty 86 Associates: At 12350 NE Sandy, the plan proposes to change the site to Mixed Use Employment, but then current use (Kmart) would be non-conforming. Mixed Used Civic Corridor is preferred use designation, not Mixed Use Employment.
65. Susan Schuster: Please don't rezone Clinton between 14th and 15th avenues. We need more affordable housing in Portland. The area you're considering rezoning into commercial here is mostly rentals. If you get rid of these houses, they could turn into commercial spaces, and there isn't another place that the current residents could move. *See written testimony.*
66. Peter Wilcox: Include another transportation option in the Comp Plan – river boating as a transportation opportunity through the corridor downtown. Boats have lower carbon emissions and could use existing docks and new docks out of the river channel. Add river transportation as an option to the Comp Plan. *See written testimony.*

Commissioner Houck noted that Mr. Wilcox has advocated for a 5 mph speed zone throughout the Portland Harbor and asked if that would be an issue with water transit. *Commissioner Houck* asked if 5 mph speed zones were unusual in large metropolitan areas.

A 5 mph speed limit in the Portland Harbor would not be an issue and that in fact he has not found any major city without a harbor speed limit.
67. Doug Klotz: Promote more density. *See written testimony.*
68. Terry Chung, Portland Chinese History Museum: To preserve, save and utilize historic landmarks and conservation districts has not been upheld in current revisions in the proposed plan. Preservation of buildings is one of the top needs identified by the Old Town / Chinatown NA, but it's not carried into the Comp Plan. Verbs should be reviewed and balanced and strengthened. *See written testimony.*
69. Justin Callaway: Owns 4 acres of residential property with environmental overlay on East Columbia Blvd. The Comp Plan doesn't include upgrades for basic services here. We walk 1.5 miles to the closest bus. I can't sleep through the night with the trucking yards that are right by my house. How do we go back and assess when plans don't

work? 8850 NE Levy Rd. The noise ordinance hasn't been enforced.

70. Elliot Callaway: Our community has developed and is working on getting better as a community. But board meetings are about bus safety, kids who have to walk 1.5 miles to bus services to get to school. Arguments are usually about buses and if they should move even farther away or if we could get them closer. The NA is run by only a few people, who usually are those who are selfish and greedy. It's a popularity contest. Our neighborhood needs to better collaborate and think of others and give everyone a voice. They need to think about everyone in the neighborhood.
71. Timothy Boyd, PCRI: A recent economic study showed the disparity between black businesses and other businesses. I've lived in N/NE for over 15 years. Most of my family and friends have been forced out to Gresham and far East Portland. Disenfranchised people should be able to get back into the neighborhoods they were raised in. Neighborhood outreach needs to get to people that changes really effect. We need a remedy as part of the plan to bring people back into their communities e.g. through an oversight committee. Loan qualification, elimination of loans and other subsidies could help. Also, when we group minorities together, we don't see the differences between the individual groups' needs and can't give appropriate economic support.
72. Jude Callaway: My road – Levy Road – has limited paved roads and sidewalks. The trucking yards make it hard to concentrate when our family is trying to be together, when I'm trying to do homework. When I get dragged to NA meetings, I hear lots of arguing about where the bus stop is and try to get sidewalks near my house in my neighborhood.
73. Lynn Longfellow, Oregon Nikke Endowment ED: Worried that the plan is weak on historic preservation and doesn't protect treasured buildings and districts. We support Terry Chung's written testimony about policies 4.36-38 and applaud 4.39 and 4.45. Heights have been controversial; we are against looking at height as development tool. We hope height is concentrated on Block 33 if it is raised to 150'. We need written guidelines at the same time that Skidmore guidelines are passed. We need to protect and preserve Chinatown and Japantown that are so unique to the history of Portland.
74. Kris Day, Urban Forestry Commission: We are still reviewing the drafts, but overall the UFC is pleased with inclusion of green infrastructure throughout the Comp Plan. We do feel there could be many more connections between chapters as well as with some of the guiding documents about green infrastructure and natural resources. They are often used in a very vague way and need to be better defined.
75. Mark Bello, Urban Forestry Commission: The vision is that nature is woven into the city and the city is woven into the city. The Urban Forestry background report has great information. There is still a large gap in the thinking: trees are perceived for an environmental view but not as part of urban design. Trees are form-giving in the urban structure. We want to propose additions to Policy 4.8 about trees being integral to development.
76. Meryl Redish, Urban Forestry Commission: We support policies about downzoning in environmentally-sensitive areas. It will reduce risk of landslides and also serve to safeguard human health. Request that WHI development be completely removed from the Comp Plan. No full mitigation exists, especially as it relates to tree canopy and equity goals.
77. John Koehler: Owns properties on NE 112th Ave. that are currently residential properties. I support the proposed change #645 to Mixed Use Neighborhood.

Wheelchair-bound residents generally aren't well-accommodated, and this is an accessible community created in this area that exceeds ADA guidelines to create accessible facilities and a real community. *See written testimony.*

78. Joseph Van Lom: Architect Van Lom was hired in 2010 to develop a facility for the disabled. This facility is 100 percent for people with disabilities at 112th / 111th and NE Halsey. We coordinated the project with an early assistance program through the City and originally had problems with property lines zoned R7, mixed with different residential zones. The project was on hold. Now with the multifamily and mixed-use option at 112th, this will straighten the back property lines to allow for a more efficient building profile. I support proposal #645, which helps to develop properties in this area.
79. Linda Sanchez: I also agree with the proposed zoning changes on 112th. Personal trainer who works with disabled individuals. If we can build a facility that's fully accessible, then I could hire additional person and encourage job growth as the Portland Comp Plan goal.
80. John Gibbon, PURB: PURB has not yet officially taken a position on list of significant projects. Thank you for leaving the record open longer so we can review this. There are real disconnects between green infrastructure issues. PBOT and BES need to work together: stormwater management is vital to greenways. In CSO areas, we started with \$4B but are now down to \$3.6B from water and sewer. We need to be able to deal with as much stormwater as we can through green infrastructure. For BES, how are centers going to work in terms of sewer capacity?
81. Michael Harrison, OHSU: Oppose Mixed Use zoning on the OHSU Marquam Hill site. This area is wooded and hilly and doesn't lend itself to being mixed-use. The Marquam Hill Plan guides development on campus. We're not sure if new designations of mixed-use or institutional will work at this location. Central Employment is the current designation, and we hope to retain this.
82. Laura Wozniak: Multnomah Village resident and business owner. Remove the second sentence in second bullet in 10.8 (alternative development on corner lots in single-family residential neighborhoods). I bought into the neighborhood because of the character of small houses on larger lots with lots of tree canopy. Defend the trees and wildlife that relies on them.

Written Testimony Received October 22-28, 2014 is available online at ftp://ftp02.portlandoregon.gov/BPS/PSC/CPU/testimony_102214-102814_compiled.pdf.

Written Testimony received at today's meeting:

- Edward Ozeruga
- Robert Rosholt
- Timme Helzer
- David RedThunder
- Dana White, Providence
- Sara King, PPS
- Susan Schuster
- James Dreiling
- Gustavo Cruz
- Sharon Genasci
- Chrys Martin, Riverside Board
- Juliet Hyams
- James Peterson, Multnomah NA

- Terry Griffiths
- Jim Howell
- Audubon Society
- Corky Collier
- Richard Johnson
- John Koehler
- Rose City Park NA
- City Club of Portland
- Lily Nguyen
- Janet Roxburgh
- Tom Liptan
- Alastair Roxburgh
- Community Alliance of Tenants (CAT)
- Lisa Skube (PDF)
- Jeff Geisler
- Peter Wilcox
- Doug Klotz
- Terry Chung
- Blythe Olson

The hearing will be continued at this location on February 24, 2015, which will be a hearing specifically about the Transportation System Plan (TSP) project list.

The written record will be open through March 13, 2015.

Commissioner Hanson is concerned about transit in the Columbia Corridor.

Commissioner Houck agrees with Bob Sallinger's testimony regarding West Hayden Island being the "tip of the iceberg" with regard to environmental issues in the Comp Plan. I'm pleased to hear specific recommendations about environmental issues from various people tonight. I haven't had a chance to see the differences between draft versions from January 2014 to July 2014, and I would like to see track the changes between drafts. This especially relates to the verbs such as "encourage" and "consider" versus stronger language and verbs such as "require". Thanks for all the good testimony today.

Commissioner Oxman: I do have TSP concerns and employment and development pattern questions. Environmental issues are also top of mind tonight. Aging and specific approaches for people with disabilities still needs work.

Commissioner Rudd: We need to make sure we are balancing policies about industrial lands. I would like to hear from the City Attorney if we are at a point that's balanced in our policies.

Commission Smith: We can't have wishy-washy verbs in this plan. I appreciate the testimony we've heard. We should think about additional hearings in the neighborhoods.

Commissioner St Martin: Performance measures. The river transportation idea is interesting. Including trees in the urban form is a good idea.

Commissioner Shapiro: I support looking into specific demographic considerations. I do have a concern about giving enough time for public testimony. Neighborhoods have expressed concern about time and calendar, which is an equity issue, but we can't have this endlessly drag on.

Chair Baugh: Testimony was again compelling with good specificity. We need to continue to look at areas we hadn't looked at as critical before. The Calloway children were great. One

thing that is coming back to us is the EOA: how do the industrial lands and the jobs analysis help us tie how the plan comes together and help us make decisions (e.g. about golf course rezoning). Based on comments tonight, Woodstock is a neighborhood we should take a look at.

Commissioner Houck noted the comments about Goal 9: what are the legal/political ramifications of not adhering to this? It's not jobs or no jobs. It's also about the type of jobs.

Susan: Staff will bring two proposals, one that includes WHI and another that doesn't. What kind of jobs and what kind of land do we need to support those jobs is a key question. Who do the different scenarios affect? At our next meeting on November 18, we'll outline how we'll walk through all the issues at upcoming work sessions.

Adjourn

Chair Baugh adjourned the meeting 9:37 p.m.

Submitted by Julie Ocken