

**SE Uplift Land Use and Transportation Committee Meeting Notes
March 17, 2014 7-9pm**

Committee Members Present: Ellen Burr (Sellwood-Moreland), Jimmy DeMoss (Creston-Kenilworth), Terry Dublinski (North Tabor), Sean Green (Laurelhurst), Terry Griffiths (Woodstock), Eric Lozano (SE Uplift Board), Jeff Mandel (Kerns), Linda Nettekoven (HAND), Kurt Nordback (Woodstock), Beth Sanders (North Tabor), Lew Scholl (Montavilla), Cory Tyler (Brentwood-Darlington)

Guests: Marty Stockton (Bureau of Planning & Sustainability), Art Pearce (Bureau of Transportation)

SE Uplift Staff: Sara Wright

Meeting commenced at 7:05 PM

Marty Stockton Introduction

Marty Stockton introduced herself as the new SE District Liaison for the Bureau of Planning and Sustainability. She is currently working with several neighborhoods on elements of the Comp Plan update, including downzoning in Westmoreland and Eastmoreland, nonconforming uses on Hawthorne, and North Tabor zoning changes. She sees an opportunity throughout Southeast to create areas of stability, away from corridors, and areas of change, closer to the corridors.

Neighborhoods interested in addressing problematic Comp Plan zoning have an opportunity now to deal with it (outside of the Comp Plan map housekeeping process, zoning changes are done at the individual property level), but the window is closing quickly. Neighborhoods interested in looking at zoning changes should contact Marty very soon. Marty will be attending LUTC meetings fairly regularly.

PBOT Q and A

Art Pearce, Planning Manager at PBOT, stepped in to cover for Leah Treat, who was not able to attend. Art has been at the Bureau for 15 years, and is just getting rolling in a new position leading a new division bringing together policy and planning staff. He already sees that it's beneficial to connect the people working on policy with the people handling the delivery of physical changes. Art addressed a number of the questions provided in advance by the committee.

1. *Budget Process – interest in talking about having an ongoing, year-round advisory committee for the bureau.* Art said that the Director is theoretically supportive, and they're considering it, but it's not clear how it would work in practice. The Bicycle and Pedestrian Advisory Committees are considering whether they should join forces.
2. *Communication to neighborhoods – What is working? What isn't working? Ideas for how to improve communication between PBOT and neighborhoods, and vice versa.* Committee members feel that it is difficult to track all the projects going on, particularly when they're not actively in the public outreach process. It would be nice to have information distributed on a geographical basis. Neighborhood Associations need to be able to access information in a way that is straightforward for lay people. Equity is a concern, as people who don't know how the

system works and/or don't have resources are faced with a maze that is very difficult to navigate. NA board members are more likely to get a response to their concerns than individual citizens.

PBOT is working on a process for constituent reports. Now, if you send an email to PBOT, it's not clear where it goes, and there's no process for tracking them and ensuring that they are addressed. 823-SAFE is the only portal that works that way, but it has a huge backlog. PBOT doesn't have enough money to do this in a way that is ideal, but is working on making it work better given current resources.

Linda Nettekoven suggested a conversation between PBOT and NAs about how to improve communication, based on past situations where it has broken down.

3. *District Liaison – Each coalition has one from BPS. There is interest in having a similar role at PBOT. This would be a person who neighbors could go to with questions, concerns, etc. This would cost money that PBOT doesn't have. The District Liaisons are (in a small part) supported by other bureaus, so in theory they can be the PBOT liaison to a certain extent. In reality, they have a lot to do already. PBOT is talking with BPS about how to improve coordination. Art will make sure that Marty has a monthly list of PBOT items of interest/concern to bring to the LUTC meeting.*
4. *State highways – 82nd Avenue and SE Powell are both in the coalition and considered huge barriers to safety and livability. What can be done within the existing framework of ODOT managing the roads? What can be done to make these PBOT managed roads? Art identifies two questions here – What can PBOT do to make state highways function better? Can ODOT actually produce the facilities we want to have? There is support for PBOT spending on ODOT facilities. ODOT can handle (with support) 82nd, but it seems like Barbur and Powell are beyond ODOT's capacity. What should the triggers be for transferring ownership? The new transportation funding package for 2015 could include money for jurisdictional transfer of facilities. It is a good idea for neighborhoods to reach out to ODOT – they have such a wide geographical coverage that they aren't paying attention to the local level. Lew Scholl was able to get a meeting with Jason Tell to talk about pedestrian crossings on 82nd.*
Side note: The County is beginning a bridge initiative, coordinating a bit with PBOT.
5. *Connection between density and infrastructure – SE Portland is getting a lot of new development and increasing density. At the same time the feeling is there isn't the same level of investment in transportation infrastructure to support this growth. How can we better coordinate the two? The Transportation System Plan is being updated – it's the manual that addressed how PBOT supports the Comp Plan through infrastructure. Criteria for prioritizing projects are being developed. This conversation is happening in the Transportation Expert Group of the Comp Plan process. The TEG is meeting next on March 27th. Peter Hurley at PBOT is working on prioritization criteria.*
6. *Project prioritization – How does PBOT decide which projects get funded and which don't? Who decides which streets get paved and which don't? How can neighbors effectively have a say in project prioritization? There will always be "opportunistic" projects that move forward because funding appears, but in general the TSP is the way that projects are identified and prioritized. PBOT is also working on a 2-year internal action plan, which will include work on how to prioritize. The process is mostly internal, but will include some stakeholder conversations*

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7. *System Development Charges – Where does the money go? How can we track it? How can we provide input on what we would like to see it used for?* There is a list of SDC projects (which can be found on [PBOT's website](#)), last updated in 2007. They have to address connectivity for the whole city (can't be spent on local streets), and can't address deficiencies – can only be added to what's already there. There are also two SDC overlays – all projects in the overlay zones pay extra SDCs that are to be used only in that zone. There has been very little money coming in, but now with all the development, there's some accumulation. The money has to be matched by funding from other entities- it can't be more than 30% of the project funding. There are no guidelines about the proportions of SDC money going to different kinds of projects, but there are a wide range of SDC projects. Citizens and NAs can advocate for prioritization of specific SDC projects in the TSP. There is a project on "Community Uses on Unpaved Streets" run by Denver Igarta that has asked for funding for pilot projects. One way to focus money in the area of the development is to form a Local Improvement District (LID). They tend to be most feasible when a core developer is willing to provide a significant amount of money. The city would like to be able to provide matching funds, but the state of the budget makes that difficult. HALO LIDs, which address a broader area, haven't gotten any traction.
8. *Parking – What is being done in terms of strategies to address parking pressures in neighborhoods and business districts?* Director Treat has directed the Bureau to take a more comprehensive look at parking citywide. PBOT received a TGM grant from ODOT to fund a parking toolkit project, which focuses on identifying parking strategies applicable to centers and corridors. In terms of paid parking, you can't just start charging for parking; there are logical steps along the way from free parking to paid parking. Art has asked Grant Morehead to do some research on this – Vancouver, BC is a good example.
9. *Pedestrian safety – This is a long standing area of concern for the coalition.* The discussion went too long to cover this point.
10. *Partnerships – Recognizing the need for additional funding, how can neighborhood associations and citizens help PBOT to make the case to others?* After key transportation funding decisions are made this summer, PBOT will know better what's needed going forward, and will reach out to the committee.

Coalition Updates

There are two cross-coalition projects getting started now, and interested people can contact Sara to get involved. The first is a limited-scope effort to research and develop policy recommendations for changing the notification process for demolitions. The second is a broader educational panel/workshop on infill/redevelopment/neighborhood change.

Next Meeting

The next meeting will include a presentation from Grant Morehead (PBOT) on the parking project, and Alexandra Howard (BPS) on the land use side of the Powell-Division transit project.

Meeting adjourned at 8:55

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