

# SULLIVAN'S GULCH LAND USE & TRANSPORTATION COMMITTEE

Holladay Park Plaza Community Room

6:30 p.m., Thursday, May 24, 2018

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Members: DJ Heffernan, Connie Cleaton, Kathy Hansen, Andrea Meyer, David Peterson, Bob Leopold, Jack Frewing

Guests: Ken Peterson (Grant Park N.A.), Neighborhood Residents: Melanie Raies, Carolyn Boch, Margaret Hooten, Lynne Coward, Bob Siper, John Taylor, Sonja Taylor. SGNA Board: Mary Beth Christopher, Daniel Pirofsky. Gordon's Renovation Team: Eric Sounders, Rob Brewster, Mary Seed, Sarah Lavoie, Anders Meyer, Steve DeWalt, Brian Emerick

1. April minutes were approved, Kathy moving and Andrea seconding.

2. Chair's report:

DJ asked the Board to prioritize tasks that go beyond our basic functions. Their top priorities were developing strategies to minimize auto use in the neighborhood and updating the neighborhood plan. There was a third high priority item; DJ will forward the Board results to Committee members. They also asked us to weigh in on creating a parking permit district.

3. Aircraft Factory project (in the former Gordon's Fireplace building):

- Emerick Architects are redesigning the building for InterUrban Development, who will retain ownership when it is completed. They are not required to consult our association but wanted our input. They have already been working with the Grant Park association.
- They are excited to preserve a neighborhood landmark. They will be doing a full seismic upgrade and replacing all the windows without major alterations to the exterior. The name reflects the building's history: it was an aircraft factory when built in 1927, manufacturing wings and pontoons from spruce.
- The tall elevator shaft that was added to the east end of the building will be removed, and the east wall will be opened up with rows of windows. That part of the building is on a neighboring property and they are working with the owner to adjust the lot line as they develop their building design.
- The ground floor will be retail and restaurant use. The second and third floors will be creative office. A new fourth floor penthouse will also be office use. It will be set back from the building edge so it is not very visible from Broadway, with terraces around the office space.
- They're applying for historic designation, which prohibits putting solar panels along the south side of the building.
- They want to put a deck on the back of the building. It would be on land leased from Southern Pacific, so it would have to be a temporary, removable structure. It could also be removed if the Sullivan's Gulch bike trail comes up to the top of the Gulch there. The space available for the bike trail behind Grant Park Village is much farther down the hill, so it is probably not feasible for the trail to be on the top of the bank behind this project; but they would see that as an asset if it was.
- They have more bike parking in the building than required but do not have any land for off-street parking. If they bought the adjacent lot they would lose half the area

to bring it up to code for stormwater management. But if they lease that land they could use it as it is and fit in more cars.

- The City is asking them to extend the sidewalk three feet to match Grant Park Village. That means they would lose the existing parking spaces in front of the building. Smaller retail tenants in Grant Park have had problems because of the lack of parking in front of their building. The City's proposed street alignment also does not include a left-turn lane from Broadway to 33<sup>rd</sup> Ave. southbound, a high priority for the Grant Park neighborhood association. So Emerick presented two other options for the street in front of their development:
  - One option has a curb extension at the corner with parking along most of the building. That retains 6 of the 7 on-street spaces and makes it safer for pedestrians crossing Broadway. They can remove the shrubs along the front of the building to make the sidewalk wider.
  - Another option puts Broadway on a "road diet," reducing it to one through lane in each direction with a left-turn lane in the middle. The right lane approaching 33<sup>rd</sup> Ave. would be a right-turn lane in both directions. There could also be parking along the north side of the street. This option allows the sidewalk to be extended to match Grant Park.
- Discussion supported the need for on-street parking to support local retail, and having a left-turn lane to 33<sup>rd</sup> Avenue. The turn lane will make traffic flow much better and the "road diet" will calm traffic, making it a much safer intersection. It would also blend nicely with our goal of decoupling Broadway and Weidler.
- We want to work with the Grant Park association, making both our voices stronger. Andrea moved and Bob seconded that we support the alternative street configurations that include a road diet and left-turn lane. Passed unanimously.
- DJ will work with Ken Peterson to write a letter in support of Emerick's alternative street designs. He will circulate a draft before getting Board approval and having them send it to the City.

#### 4. Neighborhood parking permit proposal:

- There is a proposal to establish a parking permit zone in the west end of the neighborhood from the north side of Multnomah to Weidler (excluding Weidler), from the west side of 16<sup>th</sup> to 21<sup>st</sup> Avenues (excluding 21<sup>st</sup> Ave.).
- Mary Christopher will organize the effort to gather 50% of the residents' signatures. The neighborhood association has to sponsor the effort.
- We applied for a demonstration project that would test new, more flexible rules, but we were not selected. If new rules are adopted, we don't know if they will apply to existing permit zones retroactively, or whether we would have to gather signatures all over again.
- We could wait to see what the outcome of the demonstration projects is, but that could take years. We already have major parking issues, and they will soon get much worse as construction begins on the Lloyd Center properties.
- Bob Leopold asked that the east side of 17<sup>th</sup> Avenue between Multnomah and Wasco be excluded from the permit zone. The Fontaine fought to get 2-hour and 15-minute spaces there and does not want to lose them.
- Lynne Coward asked if other streets could get limited time spots so that we could address parking issues as needed. Different streets have different issues. But Bob said the City no longer allows 2-hour zones in residential areas. The Fontaine spots were grandfathered in.

- Lynne would like to see more information on who is parking in our neighborhood and why. When we applied for the demonstration project, the City did a parking survey. DJ will get that information.
- Lynn suggested the most effective way to present our case is to gather evidence and then approach commissioners rather than going to PBOT.
- DJ said that we can plug more information on parking problems into the neighborhood plan revision.
- Andrea moved and Bob seconded a motion to support the effort to create a permit parking zone in the west end area shown on the map excluding the east side of 17<sup>th</sup> Avenue from Multnomah to Wasco. Motion passed with Daniel Pirofsky abstaining.

5. Broadway-Weidler corridor study:

- The study will gear up soon. Their presentation at the last meeting made it clear they intend to present their plan and ask us to respond, rather than asking us to come up with ideas. We need to have clear goals for what we want out of this plan if we want to have any influence at all.

## DECOUPLE BROADWAY AND WEIDLER FROM 16<sup>TH</sup> TO 24<sup>TH</sup> AVENUES:

- They won't install crosswalks on streets with more than 2 lanes in one direction, though they will on 4-lane streets if they're 2-way.
- An alternative would be a street diet with separate bike or bus lanes, keeping parking as a buffer. Combining buses and bikes in one lane did not seem like a good idea. Halsey might also be a bike greenway.
- Two-way traffic has been shown to benefit small retail but some of the businesses on Broadway object to it.
- PEDESTRIAN CROSSINGS EVERY OTHER BLOCK:
  - The City has proposed a standard of crossings every 380 feet.
  - How many would have traffic controls so that people who move slowly can make it across safely?
  - "Safe routes to school" should be included in the corridor study.
  - Crosswalks at all bus stops (city policy)
  - Possibly ask for curb extensions to increase pedestrian safety.
- ENFORCE EXISTING 2-HOUR PARKING LIMITS ON BROADWAY: some cars are parked there days at a time.
- STUDY BETTER USE OF PRIVATE PARKING:
  - A study showed that only 40% of the total parking around Lloyd Center is used during peak times if you include private parking spaces. Zoning laws currently prohibit leasing parking spots by commercial owners.
- BETTER ACCESS TO BUSINESSES BY ALL MODALITIES:
  - Wider sidewalks for increased safety. Since utility poles often block the sidewalk at intersections, consider asking for underground utilities as part of new development.
  - MAX station at 28<sup>th</sup>.
- STREETCAR? We did not address the possibility of a streetcar route on Broadway.

Meeting adjourned at 8:20 p.m.