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Founded in 1984
“The Oregon Planners’ Journal is a forum for the open and free
discussion of planning issues in Oregon. The ideas presented in the
Journal are the official position of the American Planning Association
only when so stated.”

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President’s Message: A Culture of Planning

By Jason Franklin, AICP, OAPA President

I am writing my first president’s message as I travel back from the national planning conference in Atlanta. During my career I have been blessed with the ability of being able to travel to many of the national conferences and what I most enjoy about these trips is the opportunity to get to know a place. This trip was no different, I spent much of my time on mobile tours, experiencing how Atlanta is leveraging transit and other public investments to build new high density, walkable neighborhoods; how their universities are struggling with the same issues we find in Oregon, a lack of state support; and most strikingly how race and culture play such an important part in planning.

In Atlanta I spent time meeting new people, other chapter presidents as well as planners from all over the country. When I introduced myself I was often met with, “oh, Oregon, planning nirvana!” or, “I love Portland!” But I was also confronted with comments about how homogenous our state is and questions about how that influences our planning. In Atlanta, issues of race and equity are so much closer to the surface than they are in Oregon. While I can’t pretend to understand all of the nuances or the politics of a big city like Atlanta, it is clear that like Oregon, there is a love of the place and culture that people share. And while there isn’t the same sense of the natural environment as we have in Oregon there is a greater sense of history and economic opportunity. Atlanta may get a bad rap for being a sprawling, auto-centric region, but there are changes that are moving the region in a new direction; new walkable, mixed use in midtown; an emerging downtown university district and new private investment spurred by the Atlanta Beltline. From what I learned these changes are deeply influenced by the culture of the city. Atlanta promises to be an interesting place to watch in the coming years.

While I can’t pretend to understand all of the nuances or the politics of a big city like Atlanta, it is clear that like Oregon, there is a love of the place and culture that people share.

Our own state conference provides the opportunities for us to address the changing demographics, economy and politics that effect our planning; an opportunity to look closely at our own culture of planning. Through sessions on equity, changing demographics and diversity the state conference is an opportunity for us to come together, learn from each other, rekindle old relationships and make new friends. And most importantly find the support and energy necessary for us to continue to our often difficult jobs.

Oregon APA is more than just our annual conference. It is an organization that should continually educate our members and the public, support us as we work for the public good and advocate for good planning throughout the state. That is why our recently updated strategic plan...
focuses on three goals: professional development, advocacy and community. The plan recognizes that we are diverse state with different needs depending on where you practice, but it also recognizes that we are a community of planners working to make our state and our communities more prosperous, sustainable and equitable.

I look forward to the next few years as our chapter continues to evolve to serve our members and I look forward to meeting you and discussing how the chapter can better serve your needs and promote our culture of planning, whether through professional development, advocacy or better support for our professional community.

Jason Franklin, AICP is OAPA President and Director of Campus Planning at Portland State University.

Great communities need great planners and great commissioners.

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Learn more about the many benefits of APA and chapter membership at www.planning.org/commissioners.
2014 Oregon Chapter of the American Planning Association Awards

By Stacy Humphrey, OAPA Awards Committee Chair

At its April meeting, the Oregon Chapter of the American Planning Association Board of Directors approved the 2014 chapter awards. Awards are given annually by the Board to recognize projects and programs of exceptional merit in the field of planning and to recognize persons who have made outstanding contributions to the field. This year’s awards were presented at the annual OAPA conference held in Portland in May 2014.

Special thanks to Awards Committee members Stacy Humphrey, Chair (City of Gresham), Colin Cooper (City of Hillsboro), Peter Gutowsky (Deschutes County), Katie Mangle (City of Wilsonville), Carla McLane (Morrow County), Marguerite Nabeta, and Ken Pirie (Walker Macy), for their diligence and enthusiasm in reviewing this year’s nominations.

Award Winners:

- Professional Achievement in Planning: Food and Beverage Carts, City of Gresham
- Special Achievement in Planning: Mt. Hood Multimodal Transportation Plan, Oregon Department of Transportation, Clackamas County, David Evans and Associates Inc., Hood River County, U. S. Forest Service, Western Federal Lands Highway Division
- Student Achievement in Planning: 13th Ave. Downtown-Campus Corridor Project, LiveMove, University of Oregon
- Distinguished Leadership by a Professional Planner: John Morgan
- Distinguished Leadership by a Community Planner: Dan Brown

Professional Achievement in Planning

The Professional Achievement in Planning Award recognizes individuals or organizations for a comprehensive planning program, plan, plan element, plan inventory, implementing measure, or special planning project of exceptional merit. This year, the Professional Achievement in Planning Award recognizes the Food and Beverage Cart Project from the City of Gresham.

This project examined how to regulate food carts – a burgeoning phenomenon across the U.S. – with an eye towards balancing very vocal and differing views of food carts. On the one hand, food carts are perceived as entrepreneurial and sources of fun dining. On the other hand, food carts are perceived as unattractive, possibly unhygienic and don’t pay their fair share.

The resulting solution developed by the City of Gresham relied upon extensive public
involvement to arrive at new rules focusing on safety, compatibility and aesthetics. A fee structure was developed through methodical analysis of review and impacts of use. The solutions were developed with extensive public involvement by cart operators and with broader interdepartmental coordination on solutions.

For more information, see: http://www.greshamoregon.gov/city/city-departments/planning-services/comprehensive-planning/template.aspx?id=26979

Special Achievement in Planning

The Special Achievement in Planning Award is granted to a project, program, individual or activity that has exceptional merit and has made a significant contribution to the field of planning. This year, the Special Achievement Award recognizes the Mt. Hood Multimodal Transportation Plan. The project was developed by the Oregon Department of Transportation, Clackamas County, David Evans and Associates Inc., Hood River County, U. S. Forest Service, and the Western Federal Lands Highway Division.

This project brought together the many jurisdictions on Mt. Hood at all levels of government to develop an implementation-oriented transportation plan that responds to immediate safety needs and the long-term transportation desires for residents and visitors. The resulting plan – which is already being put into action – helps make sure Mt. Hood may be safely accessed and enjoyed for years to come.

More information on the plan is available at: http://www.oregon.gov/ODOT/HWY/REGION1/pages/MHMTP.aspx

Student Achievement in Planning

The Student Achievement in Planning Award is granted for a project of exceptional merit in the field of planning and executed by a student, group of students, or class. This year’s Student Achievement Award recognizes the 13th Avenue Downtown-Campus Corridor Concept Plan from the LiveMove group at University of Oregon.

LiveMove is unique in that it is not a class studio, but rather a volunteer group of students, rotating through graduations, that focuses on transportation and livability issues at the University of Oregon and the City of Eugene.

This project was catalyzed by construction of new student housing for 1,200 students west of campus in downtown Eugene, and no solid bike route from campus back to the housing. The resulting block-by-block design proposal balances a direct bike route, desired parking, and other demands in the right-of-way. It has gained traction and support throughout the community.

Additional materials may be accessed at: http://livemove.org/

Distinguished Leadership by a Professional Planner

The award for distinguished leadership by a professional planner recognizes an individual

John Morgan
who has made an outstanding contribution to the field of planning and to his or her community. This year’s award recognizes John Morgan for his lifelong contributions to the planning profession.

While John’s career has its foundation working directly for the public sector, it evolved so that his expertise can benefit the entirety of Oregon. John is the Executive Director for The Chinook Institute for Civic Leadership, which helps to create and support profound leadership and to help train the next generation of civic leaders. Through this endeavor, John has imparted a vision of leadership and value to public service to help build better communities. John has also developed and shared a Planning Commissioner training series through the League of Oregon Cities to give commissioners the tools to better serve their communities.

Phil Keisling, Director for the Center for Public Service at Portland State University and former Secretary of State, shared this in John’s nomination for this award:

“John is the first to remind us, simply being a good, accomplished planner isn’t enough. Effective public servants – and leaders – must also possess a good grounding in the bedrock values of public service, and understand the essential important of leadership (and at times, courage) in building better communities.”

His positive demeanor, tremendous vision and deep love for Oregon and her communities permeates all he does.

Distinguished Leadership by a Community Planner

The award for distinguished leadership by a community planner recognizes an individual who has volunteered his/her time and made an outstanding contribution to planning and to community. This year’s award recognizes Dan Brown, retired Planning Commissioner for the City of Vernonia.

Dan volunteered for his Planning Commission for 18 years as both Commissioner and Chairperson. He has helped to guide his community through socioeconomic shifts, two major 100-year floods, and the construction of a new school. One of his fellow Commissioners said: “I never witnessed anything other than Dan recognizing the opportunity to provide information and help community members through the process.”

Dan Brown
Accessory Dwelling Units: Opportunities for Urban Infill and Alternative Income

By Natalie Sandberg

Accessory Dwelling Units (ADUs) come in many forms and have many names: “alley flats,” “granny flats,” “in-law suites,” and “laneway houses” to name a few (Mueller). They can be designed as internal to a single family home, attached to a single family home (an addition), or detached as a separate building (SLC). Cities define ADUs as any unit that is completely independent from the main household. This means that it has its own entrance, parking, kitchen, living area, and bathroom.

When cities are creating zoning code and regulations for ADUs, they must consider which of these forms they are going to allow (most allow for all formats of ADUs) and how they will specify different types for different residential zones. These decisions are dependent upon landscape and lot size factors. This paper will address some of the common obstacles to ADUs, as well as solutions to those problems. The benefits will also be examined and explained. ADUs will be addressed from a municipal perspective and a private homeowner perspective.

What are Accessory Dwelling Units?

ADUs are independent housing units created within or on a site with a single-family home. They are supplementary housing that can be incorporated easily into existing single family neighborhoods, allowing for density and growth without disrupting the fabric of the existing property. Although there are many types of ADUs, they usually fall into one of three categories: interior to the single family home, interior with modifications (the existing envelope of the building is renovated), above-garage and detached.

The concept of ADUs, often termed “invisible density,” is not a new idea. The practice of building granny flats and above-garage apartments has been prevalent in the United States for over a century. They fell out of favor in the 1950s and 1960s when there was rapid suburban growth and a general demand for larger lots. However, in communities where housing was in higher demand (e.g. San Francisco),
ADU construction continued illegally. When the sustainability movement began to grow roots in the early 1990s, there was a movement to change the pattern of urban sprawl and look inward for solutions, thus reinstating the popularity of the ADU. ADUs increase density, limit automobile dependency and improve the quality of life by providing multiple types of housing.

ADUs provide density in single-family neighborhoods where increased density would not normally be an option. However, ADUs present many difficulties, such as: How should a city zone for ADUs? Will they require low-income rent? How do you know what kind of ADU to build? Should it be geared towards students? Family? The elderly? There are many options for ADU construction techniques, as well as ADU layout and location; knowing when and where to build them can be a challenge in and of itself.

**Challenges**

ADU residents take over valuable parking space. Parking is one of the most common concerns stated by homeowners when asked about ADUs. Many area residents assume that ADU tenants will put stress on the available parking infrastructure. There are two commonly cited ways to deal with this concern: The first is to do nothing at all, and the second is to put zoning requirements in place for parking.

An example of the “do nothing at all” approach is illustrated in a study conducted in Eugene, Oregon. In this study, it was found that between the hours of 5:00 p.m. and 7:00 p.m., a typically busy hour in a residential neighborhood, that only 40% of available on-street parking was utilized. These results indicate there may be plenty of parking available for ADU tenants. Additionally, the fact that ADUs are more likely to have low-income tenants than their larger residential counterparts is important to consider since low-income residents are less likely to own cars, in which case parking issues are reduced. Thus, no parking modifications may be required for ADUs.

Placing city zoning codes and ordinances that require the ADU builder or owner to incorporate at least one off-street parking stall per ADU is another method for addressing the concerns of homeowners. Normally, this type of ordinance allows for “tandem” parking places, versus “stall” parking spaces. Tandem parking means stacked parking, where more than one car is parked in a line, in front and behind each other.

ADUs create noise issues. Noise is another common concern stated by residential neighborhoods. It is perceived that the type of people living in an ADU will be noisy, e.g. young college students. Residents often perceive ADUs as ‘studios’ for musicians or ‘shops’ and ‘man caves’ where loud activities are likely to occur. Although this may be the case in a small portion of ADUs, it is unlikely. ADUs are most often homes, like any normal residence. For example, as of 2014 Portland, Oregon has 264 ADUs; out of these ADUs, only 30 (roughly 10%) are being used as an extra room or workshop. As long as the owner is discerning in how they design the space, the ADU is likely to attract single adults or single parents, not young college students and musicians.

One common noise reduction strategy included in ADU ordinances is to require the owner to live in either the ADU or the main residence. The idea is that if the landlord is present, the tenants are more likely to be respectful. Although this sounds logical, the result is not always best for the ADU owner. Not only does it limit the capacity to rent out both units and live elsewhere, it locks the owner into selling the property when they want to move.

ADUs will ruin the appearance of a single-family neighborhood. Neighborhood residents commonly express concerns regarding the impact of ADUs on the overall appearance of the area. They fear that the ADUs will make the neighborhood crowded and dense, thus ruining the inherent appeal. However, considering that on average, about one half of all properties in any given neighborhood are eligible for ADU building status, and considering that not every ADU-eligible property owner is interested in building
an ADU, it is unlikely that an overabundance of ADUs will be built in any given neighborhood.

Other options that address aesthetic concerns include limitations in zoning ordinances. One option is to indicate a certain amount of ADUs per lot or per lot size; most often this number is 1 ADU per residence. A second option is to require that the ADU be built using the same materials and color palette as the existing residence and surrounding neighborhood. Finally, a third option is to limit the square footage of the ADU, e.g. Santa Cruz, California has set a ratio of half the size of the main residence, or 650 square feet, whichever occurs first.

Benefits

Economic: ADUs have many positive economic effects on their surrounding neighborhoods. For example, if they are located near retailers, ADUs can increase the public circulation and revenue for these local businesses. ADUs may also increase the use of alternative forms of transportation, thus reducing overall vehicle miles traveled and greenhouse gas emissions. By increasing the number of people per property unit, you reduce the cost for municipalities to extend utilities and services, while also protecting land (EEA).

ADUs also increase the overall value of the existing structure, essentially turning the property into a duplex. They also provide for an alternative source of income for the homeowner, which is the most common reason that they are built by landowners. In a study on ADU implementation in Seattle, it was found that 64% of households that build an ADU are doing so to relieve financial burdens.

ADUs increase housing options and affordability. Due to the current demographic increase in single adults, declining income resulting in a greater need for affordable housing, and the growing elderly population, the need for more varied and affordable housing has increased. In 2010, 66% of U.S. households were families, compared to 90% of family households in 1940. Yet, the housing market has not changed with these changing demographics. ADUs are a viable option for filling some of the gap in housing sizes and needs. In a case study of ADUs, the U.S. Department of Housing and Urban Development stated that ‘ADUs are an inexpensive way to increase the affordable housing supply and address illegal units that are already in existence.’

ADUs support multi-generational living. Although often viewed as “out of place” by Americans, the “granny house” (ADU) is a common European design element. ADUs are a means for residents (usually seniors with changing spatial needs that do not wish to leave their home) to age in place. ADUs provide these seniors with a means for extra income while at the same time providing security and companionship.

Liebmann notes that upon occasion, a U.S. subdivision that has implemented ADU construction may then qualify for a block grant from the federal government for the “development of shared housing opportunities in which elderly families benefit as a result of living in a dwelling in which the facilities are shared with others.” (Liebmann, 1990) However, this may not always be a feasible design option. ADUs generally have small footprints, with narrow hallways, small spaces, and stairs. Thus, although feasible if planned for in advance, many ADUs are not considered ‘aging friendly’.

ADUs help the planet by allowing for a more compact urban form. ADUs, if zoned correctly, can increase density near major transit stations, thus reducing greenhouse gas emissions and fossil fuel consumption through less car commuting. Most ADUs are implemented in already existing, well-established neighborhoods with existing transit infrastructure. ADU construction sites built near Bay Area Rail Transit (BART) in San Francisco are an example of areas with potential increased ridership due to ADU implementation.

Municipal Guide: Strategies for ADU Implementation

Housing ordinances that allow ADUs provide an alternative form of housing that responds to the current increase for smaller, more energy efficient and cheaper housing units. Creating new
affordable ADUs is a common and important goal for most cities. If implemented, these ordinances must respect the look and scale of single-family dwelling developments that already exist. Another common goal for many cities is smart-growth. These ordinances allow for densification of existing neighborhoods resulting in more efficient use of property space and infrastructure such as water and sewer lines. Considering the many and varied goals of different cities, the strategies involved in creating zoning ordinances can be just as varied.

Strategies for ADU programs can range from small scale, detailed zoning techniques (such as requiring materials to match the existing structure) to large scale techniques, such as implementation of fee waivers for ADUs that have affordable rents. Generally, the move toward ADUs represents a need for affordable housing; thus it makes sense to tailor ADU zoning and regulations to favor affordable units. Communities can implement loan programs, tax incentives, streamlined and accelerated permitting processes, and reduced development fees to facilitate affordable ADU development. The most successful ADU programs are flexible, clear, include fiscal incentives and include a wide-ranging public education program.

Design Requirements

Minimum lot requirements. Many ADU ordinances require that the ADU be on a lot of a minimum size. For example, Santa Cruz, California requires lots to be a minimum of 5000 square feet. Some cities also choose to limit the amount of backyard space the ADU can consume. Most commonly, this is limited to 30-40% of the backyard space. Another consideration might be the grade of the site, e.g. too steep of a grade may make ADU construction dangerous. Site quality is another limitation sometimes considered, e.g. proximity to wetlands, waterways, and access to sewers and water systems. These are all important things to consider when creating new ADU zoning ordinances (Santa Cruz).

Limitation of square footage. Design requirements for ADUs often include some sort of limitation on ADU size, to prevent the ADU from dominating the existing structure and surrounding neighborhood. A common guideline is 1000 feet, or less than half the total square footage of the existing house, whichever limit is reached first. For example, in Portland the guideline is 75% of the existing house, or 800 square feet, whichever is reached first (City of Portland).

Limitation on the number of bedrooms. Some ADUs have an overall size limitation and it may be assumed this would take care of a bedroom limitation rule, this not always the case. Some cities also limit the bedroom number and size in addition to the overall size of the ADU.

Requirement of a setback. Another common guideline is to require the ADU to be either level with, or setback from the front of the main residence. Some ordinances have gone so far as to require that ingress and egress routes must be from a different location than the main residence, i.e. the alleyway or side of the property. These guidelines ensure that the primary residence remains the prominent feature of the property.

Requirement of a parking stall per ADU. Another common requirement is parking. Most ADU zones include a requirement for at least one off-road parking space per existing ADU. Some allow for parking to be stacked (tandem), and others require a stall or covered space. These requirements alleviate concern from the surrounding neighborhood regarding crowding and traffic issues. Often these requirements are waived, or less stringent for those ADUs that are entered into from an alley access point (City of Santa Cruz).

Material and architectural guidelines. To alleviate neighborhood concerns regarding material and appearance, many ordinances require that new ADUs utilize the same finish materials and architectural style of the existing unit on the property. This allows the smaller units to blend more seamlessly with the surrounding architecture. One drawback to this requirement may arise when the existing unit is built poorly and with cheap products, thus limiting the
new structure to the same fate of a poorly built structure.

**Owner/Tenant Requirements**

Municipalities often require that the owner be a tenant in either the main house or the ADU at all times. This is used to alleviate concerns about renter loudness and impropriety. The premise is that if the owner is on the property, the tenants are more likely to be respectful. This particular strategy does not incentivize homeowners to build ADUs because it limits their ability to create more rental income. At the time of construction, most owners live in one or the other of the two housing units. However, if they need to move, this requirement leaves them with no option but to sell both properties at the time of moving.

**Incentives to Build**

Tax breaks. Tax break strategies have not been implemented in the United States. However, when you look abroad, tax laws often encourage the creation of shared housing. For instance in Germany, “owner-occupants who build two units (one for renting and one to live in) can deduct against taxes 5% of the total cost for eight years, and 2.5% thereafter.” In Finland, owners are allowed to disregard the $650 in rent from an accessory apartment when doing their taxes.

Other incentives. Other incentives often include fee waivers for things such as sewer and water connection fees, planning and application checking fees, building permit fees, and fire fees. Another incentive may be a waiver on public parking requirements for the landowner, which would allow ADU implementation to happen more smoothly. An allowance for tandem parking may be another option. An example of this type of incentive can be seen in Portland, Oregon where they are waiving all System Development Charges for those ADUs whose permits are in on or before July 31, 2016.

**Lessons Learned**

Keep it simple. The more transparent, easy to use and incentive based, the more successful an ADU ordinance will be once implemented.

Keep the public involved. As the city goes through the process of creating, drafting and implementing a new ADU ordinance, it is important that the public feel involved and utilized as a source of knowledge and opinion. This could be achieved through small sample studies, online opinion boards, or large scale public meetings.

ADUs are not a sole solution to any one problem. Although they can increase density and affordable housing within the municipality, it is important to keep in mind that they are one solution among many, not a fix-all.

Natalie Sandberg is a recent graduate of the Oregon Leadership in Sustainability program at the University of Oregon. For a larger report on this topic with complete references, contact Natalie at nsandberg@yahoo.com
Oregonian Drones: A brief overview of the current state of unmanned aerial vehicles

By Stephen Burtt and Ric Stephens

They are in the news almost daily. Drones. Unmanned Aerial Vehicles. UAVs. The media is fascinated by the implications of flying robots for everything from delivering pizzas to spying on neighbors. If we can move past the sensationalism of this new technology, the professional applications are much more immediate and—in some cases—critical.

Urban Planning

One of the most valuable aspects of drones is the ability to see areas from unique and inaccessible perspectives. Site analysis from a low-altitude, oblique perspective can show land use relationships unavailable from the ground or satellite imagery. In addition, videography adds the elements of time and motion to depict flows and patterns not visible from static orthographic imagery. Perhaps even more importantly, UAV videography can engage the public in ways that traditional media cannot. Most recently, Aerial Technology International provided aerial photography and videography for the Willamette Falls Legacy Project. The imagery showed the relationships between the various structures and waterfalls with aerial perspectives that were more comprehensive and encompassing than possible at ground level. To see samples of these views, visit the Willamette Falls Legacy Project website at http://www.rediscoverthefalls.com/photo-of-the-day-2/.

Agriculture

A key feature of drones is the ability to mount a variety of sensing equipment such as infrared which shows the vitality of agriculture. “In farming, the potential uses of drones include flying over nurseries to do inventory and identifying areas of plant damage, disease or irrigation problems.” (AP, 2014) The impacts of watering, subsurface flows, pesticide coverage and many other measures can be made with drone sensing equipment. The savings and productivity for farmers will be in the thousands and tens of thousands of dollars annually. Local experts also see opportunities for inventories and other applications for vineyards. For more information on this subject, visit http://www.foxnews.com/us/2013/11/29/drones-could-be-game-changer-
in-oregon-wine-country-official-says/ . Currently, Oregon State University is exploring the applications of drone monitoring for farmland. For more information on this program, visit http://www.opb.org/news/article/drones-to-check-out-acres-of-potatoes/ .

Forestry

The same drone technology that monitors agricultural lands could be adopted to detect forestry stresses such as insect infestation and drought. This is especially critical as these are linked to forest fire and timber production. An advantage of drones of traditional aerial imagery, is the ability to fly within the forest or at extremely low levels to also monitor understory growth.

Emergency Services

For disaster response and assessment, drones will become invaluable in allowing first responders to evaluate disaster sites without being directly endangered. Search and rescue can be more quickly conducted even at night with infrared cameras. Delivery of critical medicines and instruments to isolated locations is also possible. Drones can assist in coordinating immediate emergency response and ongoing disaster recovery. In September, the Tualatin Valley Fire and Rescue Department training facility will be used for a large-scale disaster simulation for Community Emergency Response Teams. Drones will be included in this simulation to examine their potential. [For more information about this emergency exercise, contact the authors]

International Applications

Australia is conducting tests to deliver books via drones. The United Arab Emirates will be using drones to conduct government business in remote areas. Peru is using them to explore archeological sites. Germany is using drones to search for dear in farmland to protect them from heavy equipment. Numerous wildlife reserves in Africa are now using drones to prevent poaching. The list of creative uses grows daily.

Where are we today?

“Drones’ commercial use is still not legal [in the U.S.], and businesses have to apply for special time-consuming, expensive and uncertain permits that have barred most drone entrepreneurs.” (AP, 2014) The Federal Aviation Administration hopes to complete updated regulations next year that will allow for commercial use. Until then, drones have a variety of restrictions regarding flight locations and permitted altitudes. Hopefully, Oregon will be positioned to benefit from these new technologies, business opportunities and applications.

Stephen Burtt is the Co-Founder and CEO of Aerial Technology International LLC. Stephen has thousands of hours conducting and managing Unmanned Aerial Systems (UAS) operations. Through his work at ATI, Stephen has been very successful in promoting the positive application of UAS technology.

Ric Stephens is the Managing Editor for the Oregon Planners’ Journal and is using drones for aerial photography and videography for planning projects in Oregon, China, and the United Arab Emirates. Ric will be teaching University of Oregon “Green Cities” students UAV piloting and videography this summer.
OAPA Committee Updates

By Damian Syrnyk, AICP, Legislative and Policy Advisory Committee, Jon Makler, Professional Development Committee, and Angela Lazarean, Education and Outreach Committee

OAPA committees are hard at work on legislation and policy, bringing professional development events to planners, and reaching out to students and the public about the benefits of planning.

OAPA Conference
The Oregon Chapter of the American Planning Association (OAPA) welcomed over 275 planners, speakers, students, and volunteers to the Oregon Convention Center from May 28-30 for the annual OAPA Conference. This year’s theme was: Adaptability, Diversity, Resiliency. We offered four tracks of sessions on topics as diverse as resiliency and disaster recovery to building communities through transportation. Our keynote speakers this year were Mayor Jim Brainerd of Carmel, Indiana and land use and transportation expert and author Reid Ewing.

We are moving the annual conference from Spring to Fall—plan now to attend the next Annual OAPA Conference in October 2015!

Volunteer with OAPA
Of course, there are many things to do with OAPA besides the annual conference. The membership committee organized three (?!) events this spring, the Professional Development Committee hosted an excellent workshop on the “Grand Bargain” regarding the Portland Metro urban growth boundary, and the Education and Outreach Committee is making plans now to bring the next Healthy Community Speaker to Portland, Salem, Eugene, and Bend in October 7-10, 2015. Check the website, www.oregonapa.org for all events.

Are you interested in getting more involved in OAPA? We are looking for volunteers to help out with all of our committees. We especially need volunteers in Central Oregon, Southern Oregon,
and on the coast that are interested in helping with Professional Development activities and membership activities (happy hours, brown bag lunches, or other activities of interest). OAPA is a volunteer-run organization, and we depend on volunteers to conduct most of our events.

To get more involved, contact

- Becky Steckler, AICP, Program and Policy Manager, at becky@oregonapa.org

- Membership Committee: Read Stapleton, AICP—read.stapleton@abam.com

- Legislative and Policy Advisory Committee: Damian Syrnak, AICP—dysrynk@bendoregon.gov

- Education and Outreach Committee: Brian Campbell, FAICP—briancambellpdx@gmail.com

- Professional Development Committee: Jon Makler, AICP—plangineering@gmail.com

### Membership Committee

The membership committee has been busy, primarily with the continued activities of the Emerging Planners Group (EPG). One of the major recent activities facilitated by the EPG was the April 24th Career Day event held at the Left Bank Annex in Portland, Oregon. This is an annual career mentorship and development event hosted by the University of Oregon’s Architecture and Allied Arts (AAA) program. This year the OAPA EPG worked with the UO’s AAA program to enable PSU’s participation in the event. This was possible through the generous support of the local firms Angelo Planning, BergerABAM, Cardno, David Evans and Associates, ECONorthwest, and Fregonese Associates.

In early June, over 50 people joined the EPG
to tour the former Blue Heron Mill property (Willamette Falls) in Oregon City. The City of Oregon City is currently working with the property owner to develop a Master Plan for this unique site with a spectacular view of the Willamette Falls. The framework plan for the 23-acre site re-establishes the Main Street grid and create connections for people to view majestic Willamette Falls. The plan also calls for changes to zoning, from industrial to a new mixed use zone that will allow commercial, residential and employment uses. Find out more about the effort at http://www.rediscoverthefalls.com/.

Learn more about the EPG's upcoming events at http://www.oregonapa.org/epg. We are working on additional happy hour events through the year including development project tours, happy hours, a trivia night, and more! If you are interested in being on the email list for information regarding these events, would like more information regarding the EPG, are interested in organizing happy hour events in your area, or have questions regarding your membership status, please contact Read Stapleton at read.stapleton@abam.com.

**Legislative and Policy Advisory Committee**

OAPA's Legislative and Policy Affairs (LPAC) committee is working on two fronts right now. LPAC is preparing for the 2015 session with some advance scouting on potential topics that may be introduced through legislation, and working with the Chapter's Policy and Program Coordinator to prepare a series of white papers. These white papers will cover topics that may be considered in legislation in 2015 or in policy/rulemaking processes and include: transportation funding, conflicting uses in resources zones, citizen participation, and resiliency planning.

The LPAC Policy Subcommittee recently provided National APA with comments on two new policy guides: aging in community and hazard mitigation. The Policy Subcommittee continues to represent OAPA on a series of statewide committees and work groups. We’re looking for additional help to track and participate in processes related to urban issues and infrastructure planning and financing. For more information on how to serve on the Policy Subcommittee, please contact our chair Richard Ross at richardross@earthlink.net.

**Education and Outreach Committee**

Brian Campbell, FAICP took over the chairmanship of the Education and Outreach Committee in June 2014 from Angela Lazarean, who has held the position for the last three years. The committee is actively looking for new members to help on a variety of activities, including a development of a school curriculum on planning that can be widely distributed throughout Oregon, and a new series of planning commission trainings, hopefully in conjunction with other partners and the League of Oregon Cities and the Department of Land Conservation and Development.

You should also mark your calendars for the next Healthy Communities Speaker Tour! Active transportation researcher Jim Sallis, PhD, the Distinguished Professor, Family and Preventative Medicine at the University of California, San Diego, and the Direct of the Active Living Research works to support and share information that promotes daily physical activity in the US. His work focuses on communities, active transportation, schools, and parks and recreation. You can find out more about his work at http://activelivingresearch.org/.

Specific activities are still being planned, but he will be in the Portland Metro area on Tuesday, October 7; Salem on Wednesday, October 8; Eugene on Thursday, October 9; and in Bend on Friday, October 10. Currently plans for each city include a technical discussion with professional planners and health care providers, as well as a more informational and inspirational talk for policy makers and the public.

The EOC will be the ongoing OAPA connection to the Oregon 2050 initiative as other organizations are added to the Oregon 2050 Alliance and it becomes an autonomous organization. Some of its activities will be integrated into the committee’s work program
in the next few months. Its existing Leadership Development Task Force will be coordinated with the PC training series but also continue its work on development of new community

Professional Development Committee

Please mark your calendars for several upcoming PDC events. During the last two weeks of July, individual planners around the state will host small-group discussions on the subject of gender and compensation. Visit the OAPA website for more information if you are interested in hosting or participating in one of these meetups. Portland planners should mark their calendars and join us for a Division Street mobile workshop and happy hour on August 13. Finally, there will be a 1.5 day training in Eugene on September 4-5.

Aspiring AICPers take note: the application window for the November 2014 test ends on July 24th. The chapter can provide one exam fee scholarship; please notify Jon Makler (email above) by July 1st if you would like to be considered. Also, the chapter is planning a test prep workshop for Wednesday, July 23 in Portland. Please send Jon an email if you have interest in attending and keep your eye out for more information.

From the Cover: Oregon Icons

Gender Gap Discussions

On average, female planners receive $0.91 for every dollar a male planner makes (2014 APA Salary Survey). And many employers do not allow their employees flexible schedules to help take care of family and work.

OAPA is organizing guided discussions on gender equity in planning across the state during the last two weeks of July.

Multiple events scheduled across the state:

• Eugene/Springfield, 7/22, 12 pm - 1 pm, Sprout! Food Hub
• Salem, 7/22, 4:30 pm, The Brick Bar & Broiler
• Hillsboro, 7/29, 12 pm, Hillsboro Civic Center
• Portland, 7/30; 5 pm - 6:30 pm, Radar Bar

Check www.oregonapa.org for a full list of event locations and times, and to register.

Interested in hosting? contact Jennifer Shih at oregonwomeninplanning@gmail.com.

AICP Exam Study Workshop

Wednesday, July 23, 2014
BergerABAM, 700 NE Multnomah Street, Suite 900, Portland, OR

What do you need to know to pass the AICP exam in November 2014? Start your studies off right with the OAPA AICP Test Prep Workshop.

Topics covered will include:
• Overview of primary test topics
• AICP Ethics
• Test taking/studying techniques
• Recommended study materials
• Practice questions

Each participant will get a collection of the best AICP test prep links and study materials and a copy of the Chapter Presidents’ Council AICP Study CD. It will provide an overview of the exam, what to expect, and how to prepare. The workshop also helps in organization of study groups.

Unable to attend in person? We are offering the workshop via conference call as well, please indicate that on your registration form.

Registration is $35 and will be available at www.oregonapa.org.

For questions about registration, contact Stephanie Kennedy at oapa@oregonapa.org.

For questions about the content of the workshop, contact Seth English-Young at (914) 715-7872 sey544@yahoo.com.

Portland’s Division Street Mobile Workshop and Happy Hour

Join PDC for a short tour of SE Division Street in Portland to see mixed use development up close. Neeley Wells (Urban Development Partners) will describe the ups and downs of several projects as we walk about half a mile. Plus join us immediately after for a no-host happy hour at Sunshine Tavern, 3111 SE Division St, Portland.

The mobile workshop is $20 and has 1 CM credit (pending approval). The happy hour is free.

2014 OAPA Planning Skills Workshop

September 4-5, 2014

Save the date for a 1 ½ day planning skills workshop in Eugene on Thursday, September 4 and Friday, September 5. We have several goals for this event:

• Focus on OAPA members’ priority learning topics: economic development and community design
• Provide certified planners with CM opportunities, including law and ethics
• Offer an affordable training event in a location convenient to communities outside the Portland Metro area
• Sustain our chapter’s partnership with the University of Oregon

The preliminary agenda includes a session on legal issues and ethics from 1-4 pm on Thursday afternoon. We hope to include a walking tour and happy hour as well. On Friday, the workshop will start at 9:30 am to accommodate folks traveling from moderate distances. There will be presentations on economic development and community design from 9:30 am - 2:30 pm, with lunch included. Finally, there will be a mobile workshop with transportation available to round out the day.

Our registration will be a la carte so that you can pay for some or all of the workshop. Registration will be available soon at www.oregonapa.org.

If you have questions about the workshop, please contact Jon Makler at plangineering@gmail.com or Terri Harding at terri.l.harding@ci.eugene.or.us.
UPCOMING EVENTS AND ANNOUNCEMENTS

Oregon Transportation Summit

OAPA is a proud co-sponsor of the Oregon Transportation Summit, which will hold its sixth annual edition on September 15th at Portland State University. There are several sessions on safety this year, including a plenary presentation by Minnesota DOT’s Sue Groth on her state’s Toward Zero Deaths goal and strategies. More information and registration are available at http://otrec.us/events/special/OTS.

Healthy Community Speaker Series:

Save the dates:
Portland Metro: October 7
Salem: October 8
Eugene/Springfield: October 9
Bend: October 10

Separated events for professional planners and the public

Save the date to come hear Jim Sallis, PhD., Director of Active Living Research, will come to Oregon to facilitate conversations with planners, engineers, healthcare providers, decision makers, and the public about the relationship between urban design and health, and active communities.

Check www.oregonapa.org for more information and to register.

Stay in touch!

Like us on Facebook
Follow us on Twitter

Be part of the conversation on the Oregon Planners’ Network

OAPA hosts an email listserv, the Oregon Planners’ Network (OPN) for planners to ask questions and share information. To subscribe to the Oregon Planners’ Network, send an email to majordomo@lists.uoregon.edu with the following message in the body: subscribe OPN. To unsubscribe, send an email to majordomo@lists.uoregon.edu with the message: unsubscribe OPN. A subject is not needed.