

# City planner discusses short-term rental regulations at neighborhood meeting

## MULTNOMAH NOTEBOOK

By Erik Vidstrand  
The Southwest Portland Post

At the April meeting of the Multnomah Neighborhood Association, a member raised an issue related to short-term rentals like Airbnb.

According to chair Martie Sucec, "An interesting discussion ensued and it became apparent that views widely diverge about the many facets of short-term rentals."

Sucec said that some folks were concerned about the impact of short-term rentals on their blocks. Others were concerned about the need for some homeowners to supplement their incomes.

"One member thought that short-term rentals should be regulated the

way condo and home owner associations are," Sucec said. "We decided that an open-ended discussion would be productive."

Sucec arranged for Michelle Seward, a senior city planner with the Bureau of Development Services, to speak at the May 8 meeting.

The City of Portland recently adopted new regulations that define what is allowed as an accessory short-term rental. The word "accessory" in the title emphasizes that the primary use of the residential dwelling is long term occupancy, and only a part of the dwelling unit is used for short-term rental purposes.

"Type A accessory short-term rentals have one to two rooms for rent," Seward said. "The resident must occupy the primary or accessory dwelling unit for at least 270 days during each calendar year. They can

rent bedrooms in either dwelling unit. "Type B accessory short-term rentals can have three or more rooms," she said, "but cannot rent more than five bedrooms to overnight guests."

A resident must also occupy the dwelling unit for at least 270 days during each calendar year.

"They must have a legal bedroom which must have a closet and window egress," she said. "These units must be interconnected with smoke alarms and a carbon monoxide detector."

The city code (Chapter 33.207) says that all accessory short-term rentals must maintain a guest logbook. It must include the names and home addresses of guests, guests' license plate numbers if traveling by car, dates of stay, and the room assigned to each guest. The log must be available for inspection by city staff upon request.

Seward said a review process takes

place with neighborhood and business associations and to properties within 150 feet of the proposed rental. Some members were concerned that these rentals are not inspected or that large apartment buildings could allow vacation rentals like Home Away or Airbnb.

"This is unlikely," Seward said. "Residency requirements are in place but could go unchecked. It is a complaint driven process." Neighbors with questions about short-term rentals may call the city's code enforcement hotline at (503) 823-2633.

*Editor's Note: Seward said that a license for a Type A short-term rental (up to two bedrooms rented) costs \$178.08. A Type B short-term rental (three or more bedrooms rented) license is \$5211. Each property is inspected for code compliance by the city as part of the application process.*

## SOUTHWEST CORRIDOR PLAN

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the rail line.

"Would there be an impact to Woods Creek?" asked member Roger Averbeck, with Oregon Walks. "Will there be bike and pedestrian facilities along this overcrossing?"

"It's not in the design for bike and pedestrian access due to costs," he said.

Michael Kisor, the bike-pedestrian advocate said, "This whole [Barbur] Crossroads area is a danger and needs fixing! I ride and walk this intersection all the time and it is a real challenge." Someone mentioned that the Crossroads is dangerous for vehicles as well.

Bihn said that the Barbur Transit Center will also be redesigned coordinating business development as well as parking and bus stops.

The last topic of the evening was discussion of the two viaducts along Barbur Boulevard. Newbury and Vermont viaducts were built with wood back in the 1930s during the Hoover Administration.

Bihn explained that the project aims to avoid these structures since it will not support the MAX trains.

"This is an engineering challenge," he said. "A sturdier viaduct would be built that parallels I-5 and Barbur."

Kisor asked if there would be pedestrian and bicycle access. Bihn said

the new viaducts would only include trains, not even buses.

"The older viaducts cannot be retrofitted," he said. "Widening them is not an option. Again, it's a matter of budget."

Kehe reminded the group that the current budget calls for a 12-mile line from downtown Portland to Tualatin. Budget cutting is being examined at all points along the line.

"We were promised that these improvements would take place," Kisor said. "We must find the money somewhere to put in the facilities we need."

Kehe said more information would be coming their way. Bihn finished his presentation by speaking about some of the project benefits.

"The freeway is projected to experience 13-17 hours of congestion per day in 2035," he said. "Light rail is expected to carry 43,000 riders daily and that the capacity can be expanded when needed."

Bihn said that it'll take 30 minutes to get from Portland State University to Bridgeport Village but the vehicle range can be anywhere from 17 minutes to an hour.

"There will also be new connections up to Marquam Hill, PCC-Sylvania, and the Tigard Triangle," he said. "This project serves as a spine for local bus service growth in the Southwest."

Kehe wrapped up by sharing a calendar of engagement tasks during the statement comment period.

"DEIS documents will be available at the offices of Metro, the city, TriMet, SWNI, and at local libraries," she said. "And of course, it will be online. CDs can be requested as well."

"TriMet will be conducting additional outreach to affected communities."

Property owners impacted along the line and within a quarter-mile of the project will receive a postcard in the mail providing next steps and how they can comment. Neighbors will be able to comment online, through email and U.S. mail, and at several

public hearings.

Information will also be on Facebook, Twitter, and Instagram. A hotline will be set up and there will be ongoing community briefings.

Planners estimate building the light rail will cost between \$2.6 and \$2.8 billion. Construction could begin as early as 2021 with opening in 2027. A region wide transportation ballot measure in 2020 would help fund the project along with matching funds from the federal government.

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