

Portland Planning and Sustainability Commission

June 13, 2017

12:30 p.m.

Meeting Minutes

Commissioners Present: Jeff Bachrach (left 3 p.m.), Andre' Baugh (left 2:55 p.m.), Mike Houck (arrived at 2:14 p.m.), Andres Oswill, Katie Larsell, Michelle Rudd, Katherine Schultz, Chris Smith, Eli Spevak, Teresa St Martin (arrived 12:40 p.m.)

City Staff Presenting: Susan Anderson, Bruce Walker, Arianne Sperry, Michael Armstrong, Eric Engstrom; Art Pearce, Courtney Duke, April Bertelsen, Judith Gray, Peter Hurley, Zef Wagner, Francesca Patricolo, Steve Szigethy, Erin Aigner, Peter Hurley (PBOT)

Other Presenters: Dan Bower, Portland Streetcar Inc; Eric Hesse, TriMet

Chair Schultz called the meeting to order at 12:32 p.m. and gave an overview of the agenda.

Documents and Presentations for today's meeting

Items of Interest from Commissioners

- *Chair Schultz* welcomed Andrés to the PSC. We are looking forward to your being here and your participation as our Youth Commissioner.
- *Commissioner Larsell* reported about the Better Housing by Design (BHBD) work. Staff is finished with their presentations, and they had quite a few meetings talking about many aspects of design. Much was focused on East Portland where the lots are really large. I didn't realize how much difference there is based on how the lots have been platted and what's available; it can be very difficult. There wasn't a stakeholder group, so this was a different process for staff. I'm interested in what staff thought about this. The feedback at each session was very appropriate, however, when we met in East Portland, people talked more about their lived experiences versus theoretical. Additionally, at the last PSC meeting, *Commissioner Bachrach* talked about this body having discussion and input on new plans that could be initiated by BPS. This is something I want to find out about, and there are some studies I think should be done, particularly in East Portland.

Director's Report

Susan Anderson

- We'll have a discussion at an upcoming officer meeting about how we want to do what *Commissioner Larsell* has suggested. We mostly haven't had room in our workplan, but now we have an opportunity. We're in the midst of our new strategic plan for the bureau, so this is good timing to discuss.
- Welcome to Andrés. We had a nice welcoming to him at City Council a few weeks ago, and he shared why he wanted to be on the Commission. He'll be a great and interesting partner. *Commissioner Oswill* introduced himself. He's done work in housing, equity and policy. I'm very interested in how we think about community outreach... moving from asking the community to giving them more ownership in the process.
- Michael Armstrong is going to be moving on from his work at BPS. He's been at the City for 17 years, and I've worked with him for the whole time. He's going on to work with and help other cities particularly around climate issues. Michael briefly shared his experiences and thanked the PSC members for being able to work with them. I'll be working for a new initiative called City Scale to help cities accelerate climate action work.

Chair Schultz is sad that *Michael* is leaving, but thank you for taking your talents to share your knowledge with others around the world.

Consent Agenda

- Consideration of Minutes from May 23, 2017 PSC meeting.

Commissioner Smith moved to approve the Consent Agenda. *Commissioner Baugh* seconded.

The Consent Agenda was approved with an aye vote.
(Y8 – Bachrach, Baugh, Larsell, Oswill, Rudd, Schultz, Smith, Spevak)

Portland Recycles Plan

Briefing: Bruce Walker, Arianne Sperry

Bruce gave an overview of the plan and the priority projects we'll be working on in sustainable materials management going forward.

We had iterations of the plan approved by Council in 2007 and 2008. The goals were to recycle more, waste less. A big shift is that we delivered recycling and composting roll carts in 2008. In 2011, we shifted our entire program to "include the food" so residents could divert food waste to composting. We accomplished most of our goals.

Arianne highlighted in more detail areas of the plan. Per capita waste generation dropped 13 percent compared to 2005 levels. We recover materials in our waste stream at over twice the national average. The residential weekly food scrap collection was a huge boost. Another goal was to make the collection system more sustainable, including cleaner fuel requirements and newer, cleaner trucks that provide the services. We've added recycling containers on the transit mall; City operations improvements; and banning plastic bags citywide.

We work with a number of partners including haulers, Metro and Oregon DEQ, so we have a coordinated approach and goals.

Our goals in the Climate Action Plan state that by 2030, we want to cut our per capita waste by a third; reduce food scraps sent to the landfill by 90 percent; recover 90 percent of recyclables; and encourage sustainable production and consumption. In terms of sustainable production and consumption, we realize the City can't do this ourselves. We'll be working with other cities, manufacturers and others to make steps forward in this area.

The residential side accounts for only about 20 percent of the waste generation (single family through 4-plexes). So business and multifamily-generated waste is about 80 percent, so that's where we need to shift our emphasis to getting food scraps out of the waste stream on the business front. Over 1000 businesses already collect food scraps, and many groceries are on board. We're going to be shifting to begin work to make sure businesses have the technical assistance they need. Metro is working on this and is taking a look at implementing a plan to take place in 2023 that would ban food scraps from businesses to the landfill.

Another area we can work on is in our multifamily properties. We know the number of dwelling units and the population increases will be in this growing and diverse set of residences. And we want to be sure we're doing this while meeting the needs of the residents.

We're also looking at more actions around sustainable production and consumption; a public place trash can expansion program; and deconstruction requirements.

Commissioner St Martin: I like the idea of pushing back how far we look in the stream to trash generation. Do you have the staff and skills we need to do that?

- Bruce: We have a very engaged and knowledgeable staff, but it's a matter of how it shakes out in terms of priorities. It's a more thoughtful engagement, and it likely will include a much broader audience and more expertise.

Commissioner Baugh: In terms of getting businesses to move forward, have you thought about a certification system? For multifamily, many of these are doing affordable housing, and we could do some sort of link to affordable housing credits. Looking at the business side of recycling, looking at PDC innovation theory, for example, businesses that use plastic that's recycled productively.

- Susan: Prosper Portland (PDC) has some companies like this. Perhaps we can bring them to the PSC to talk about these companies and what they're making out of the recycled materials.
- Bruce: The Sustainability at Work program has a certification process; perhaps we can look to add food scraps here too.

Commissioner Spevak: Is the table on page 3 just for residential?

- Yes, the residential rate in 2005 was in the low 50 percent.

Where are school districts included?

- They would fall under the commercial system.

I'm curious about behavior shift causes. I'm sure you've done education and regulation and price signals. Are there lessons learned or surprises? Was it regulations that helped with the great changes?

- Susan: Every-other week garbage was a huge component.
- Arianne: I field lots of inquiries from other jurisdictions where recovery rate is much lower than ours.

Commissioner Oswill: I was wondering if where we're at now in terms of bins is the final stage.

- Bruce: The short answer is this is our configuration moving forward. But we want to put more emphasis on how we can best work with multifamily complexes.

On multifamily, you mentioned outreach to various communities. Are there specific take-aways that are different from others? And how efficient has the recycling been in downtown?

- Staff will circle back on response for this... we'll get this information to you.

Chair Schultz: Are there state regulations that hamper anything we many want to codify? Are there creative ways we can look at reducing the longer stream of waste reduction?

- Susan: The plastic bag ban is a good example. Sourcing for government purchasing is a good place to start. We can discuss this further.

Residential Curbside Collection Haulers' Franchise Review

Hearing / Recommendation: Bruce Walker, Arianne Sperry

City Council approves the residential franchise agreement. It is a framework that outlines the requirements under which haulers must operate. We're in the middle of the 10-year franchise agreement. The PSC and Council could totally change the system for 2023; they could make modifications; and there could be a new agreement for the next 10 years from now, which would supersede the current plan. So there are different approaches that could be taken.

If this went into effect in 2018, an existing hauler could opt to stick with their existing agreement or they can move to the new agreement. But if there is a new agreement and they don't move to the new agreement, they would be out of the franchise system in 2023. We don't have an open bidding process. We have renewed the franchise agreement with modifications over time, and that's how we look at it.

Arianne shared the Guiding Principles. As part of the renewal process agreement, we have to review these factors, which are quite broad. So these principles help to provide focus for the review. This is Attachment A.

Commissioner Smith: There are 14 individual franchises. Are there franchise holders that own more than one?

- They are located in different areas around the city, but they are considered 14 separate ones. There were 70 originally. No one hauler can collect from more than 40 percent of the city.

We're planning to formally launch the review process at Council in August. We have a fixed 6-month period to report back, so we'd like to return to the PSC in October for a briefing and November for a hearing before returning to Council.

Testimony

1. Nate McCoy, Oregon Chapter of National Board of Minority Contractors: Have been tracking conversations. We represent 42 minority and disadvantaged firms in Portland and Salem. I'm advocating for inclusion and real equity. This is an opportunity to be inclusive around the review and new franchisees. We have 3 haulers in our organization that are primed for growth, and given the guiding principles, we should be more inclusive. I'm interested in the opportunities and breaking down barriers to get people motivated and interested in growing. Without opportunities, small businesses can't grow.

Commissioner Bachrach: Do some or all the haulers own residential franchises?

Currently none of them do.

Commissioner Oswill: Are there specific things in the review process you think could make the system more equitable?

What I do know is that some of the goals should talk about where capacity is at for smaller haulers to see where they fit into the system.

2. Alando Simpson, City of Roses D&R: Commercial waste hauler. I'm here today to discuss the persisting barriers in the commercial system. I want to look at how we can look at a more equitable and sustainable way to break down barriers to create an ecosystem that benefits all haulers. The residential system is a segue to success, but for commercial, it's very difficult for small businesses to compete with national businesses. How can we ensure equitable opportunities for the future? We are here to partner to work with the City.
3. Harley Bird, Sphere Solid Waste: I started my business in Seattle in 1992. They decided they were going to include MWESB requirements in the system in Seattle. I was able to stay in business for 25 years and provided lots of jobs and training. I'm here to encourage you to do what you can. The garbage industry is very difficult to get into, and I wouldn't have had the opportunity without the requirements in Seattle. With the franchise system here, there is basically no opportunity.

Commissioner Rudd: Assuming you did win the lottery, would you know a franchise is available for sale?

You still wouldn't; it's a very small, closed community. You need to have connections or connect to the larger companies and check in.

4. Eric Bird: I am here to support what my father has just said. I worked about every job at our company. It provided a great sense of pride for the community and opportunity for upward mobility. I was able to move into working for the City of Seattle as a code compliance manager. Without that initial opportunity, I wouldn't have been able to achieve what I have. I'd encourage you to think about a set-aside for MWESBs.

5. Tony Jones, Metro Contractors Improvement Partnership: Non-profit business center. Encourage you to review the franchise system and invest to ensure opportunities for MWESB firms. When you set goals and implement action plans, you can increase success. You need to conduct an analysis to set the goals to see what the goals and barriers are. You also need to invest in your action plan. We've worked in partnership on assisting businesses to upgrade to clean diesel technology; this is an example of a proactive partnership to help reduce a barrier via collaboration.
6. Beth Vargas Duncan, Portland Haulers Assn: Work cooperatively with City staff and provide services curbside to residents. We look forward to being able to do this for many decades to come. We are committed to provide modern, efficient and sustainable services. There are 14 franchise haulers, and we represent all but a few. 3 franchisee haulers are women owned.

Chair Schultz closed the hearing at 1:48 p.m.

Discussion

We started with 69 franchisees in 1992. There have been sales and consolidation over time. The last condensing was a couple years ago, so now we have 14. There have been new entries throughout the system.

Commissioner Bachrach: There is an equity principle. What is the ask to us today?

- Michael: Today is just a recommendation, so comments are helpful. To initiate the franchise review with equity as a consideration, you'd recommend to Council that staff comes up with options before going back to Council for adoption.

Commissioner Smith: The other principle I find interesting is the fixed rate of return. I'm thinking of that in combination with the equity goal. So we could ask people to bid on a rate of return scale. I wonder if that would improve or hurt the inclusiveness, but it would definitely benefit the rate payers. So is there a policy rationale? You should study whether competitive bidding would.

- We intend to explore the operating margin. We don't have a position right now. We allow an operating return, but we don't specify a set one.

Safety of trucks is again something I'm always advocating for. I'm happy to see this included.

Commissioner Spevak: If someone signs a franchise agreement, how long does that last?

- 10 years.

If the franchises are all, or have been generally, owned by similar (white) people, this is troubling for me since there isn't great opportunity for people to enter the franchise system. I would highlight this as a concern with the current model.

Commissioner Baugh: I would like to see how we can ramp up reuse as a more robust policy over time. To the cost effective and equity goals, we should be clear this is for certified firms; there is a difference between saying versus being certified. There are ways Portland has used to create opportunities for MWESBs, and you can work with the City Attorneys to get there. For one of the minority workers, I'd look at the goals for the City on construction projects; this could be something we could adopt as part of the program. And there could be an incentive program around margins they make. There is also the commercial side, which I know is not franchised. Within that is the multifamily component, and while that's a smaller component, we could have a franchise opportunity to pull this out of the commercial side and expand the pie for the residential side.

Commissioner Oswill: On number 4 in the second bullet, is that about the franchises in that situation?

- Currently companies hold the franchises. We might explore opportunities beyond those who own the franchises.

I'd also be interested in hearing about the connections between rates and equity as a policy objective.

Commissioner Rudd: Does a guaranteed rate of return help a smaller hauler defray costs? Do we need to incorporate a financing mechanism to help them?

- The 9.5 percent is factored into the rates, but it's not a guarantee. We'll want to understand as we look at this if it is the vehicles or buying a franchise that is a bigger barrier. Council has to consent to a transfer of a franchise... allow or reject it.

Commissioner Larsell: Some Silicon Valley firms, where there are limited MWESBs working in high-paying jobs, the ones that actually have had success has been from managers being told they have to meet certain guidelines or they won't be promoted, etc. Building in accountability systems can have a big impact, and I'm not sure if that in some form could fit here.

Commissioner Spevak: In terms of next steps, would you need to have a franchise level? Or could you do it with a competitive bidding process for multifamily? That could be a shift to make the gains.

- Staff will return with a response on this one. The levels of complexity in the multifamily sector are large, and we'd want to parse this into a bunch of different chunks.

Guiding principles. Additional items to add. Adding and going more in depth on the principles. Competitive bidding as a concept.

Staff will draft a letter for the PSC to review. We have some time, and we'll get comments from PSC members.

Regional Transit Strategy

Briefing: Art Pearce, April Bertelsen (PBOT); Dan Bower, PSI; Eric Hesse, TriMet

Art gave an overview of today's session. By the adoption of last year's TSP, we immediately went to review the RTP. Out of that process, we'll go back to the TSP.

April provided an overview of Enhanced Transit (slides 6-17), including how the ETC is helping to inform the RTP update. There are a number of tools in the toolbox that can be used to help. Staff is recommending we look at TriMet lines 72, 12 and 6 to explore applying the toolbox to develop conceptual investment plans, as well as portions of 73, 20 and key bottlenecks through other planning efforts.

We have an open house planned for June 21 as well as online opportunities for input. In addition to testing the toolbox, we'll be refining the methodology. We'll do more outreach in the fall and hope to complete the plan and go to Council in winter 2018.

Art noted that a key question is what it means to Portland Streetcar. It fits within the enhanced transit portfolio. In the near-term, PSI is focused on the N/S line. There is a direct correlation between the adjacent housing units and streetcar. One-third of all affordable housing in Portland is on a streetcar line (within ¼ mile). 66 percent of streetcar trips begin at home.

Commissioner St Martin: Thank you for the ETC Plan graphic. I'm curious about how you chose the corridors to look at for the toolbox.

- There are multiple factors that we looked at to choose places where we're looking at using the toolbox. There is both a total score and a segment approach, as well as picking streets that could help us look at and learn different things.

Commissioner Baugh: This is great work. One thing, as you noted, is the intersection of busses and streetcar; I'm not sure how that works. What takes precedent? Also, part of the evaluation should be housing. I like the evaluation criteria, and I'm happy to see that East County got some priority here.

Commissioner Rudd: In terms of bus lane control and bus with access, would we always have bus with access, or would there be cases where it's just dedicated to bus?

- It will depend on the specifics of each location.

Take a look at ORS about costs where you close certain types of access because there are additional costs if you're looking at certain types of properties.

Oswill: Thanks for the information about the streetcar/affordable housing. What rate or riders and what would the affordable be along the lines of expansion?

- Dan Bower, PSI: Demographics match ridership. When we look at new lines, we're looking at, for example, in Northwest at Montgomery Park. The more challenging conversations have been on NE Broadway and increasing density there.

For line 12 for the ETC, what other factors went into choosing this as a priority?

- April: Line 12 overall did score high. And the nature of the streets, Sandy being at an angle, on-street parking, and various conditions there were part of this selection.

Commissioner Smith: I echo the comments that this is excellent work. And that housing and job access are an important nexus for streetcar. I want to explore a bit more how this fits into streetcar expansion. MLK or Sandy might more broadly advance the housing/job access goals, though I understand Montgomery Park to Broadway is more primed. I'm hoping in years 10-20 we see other options even if streetcar doesn't rise up.

- April: Articulated buses and other "vehicle tools" could be looked at in terms of options for ET on other streets. PSI as a partner allows us to have these iterative conversations as well.

Commissioner Larsell: I have been hearing lots about Division. I understand that's now not going to be faster but just higher capacity. I've been disappointed about this particular line and hope you're learning from that. Are we going to be getting something for these upgrades? Will people get to where they want to go faster because of these bus systems? I know it works for light rail.

- Art: The intention that drove us to look at enhanced transit was similar. As the city grows, we have been trying to pursue that dilemma. Division is difficult based on the narrowness. We're trying to get better at understanding and using these tools.

We just had the SW Corridor project staff come to us at the last meeting, and they're doing great work and studies about housing issues. What is in place for these plans?

- Art: "They" is actually the same as "us"... so the same staff are working on the projects. We haven't perfected what the right set of tools based on the scale of the project is, and we're looking at how we bundle the complementary actions.
- Eric: In terms of the performance of the Division project, we are expecting a travel-time savings. Our modeling shows a 20 percent travel time savings in that corridor. We've also recognized the disappointment in things that we won't be able to do in that corridor.

Within the Metro 2040 Growth Concept, transit is an important to our future success for accommodating future forecasted growth and meeting our Comp Plan goals and policies. Not all Comp Plan centers and corridors can be served by rail within HCT plan. They are served by TriMet buses though. The map being updated for the 2018 RTP has emphasis on some of the larger corridors, but we're pushing into the finer granularity of other lines and what investments might be required.

Art walked through the proposed new transit vision, slides 37-39. Portland will be putting our energy into 122nd, 82nd, Powell, Cesar Chavez and streetcar extensions. These are many near-term moves around where we think City-governed tools can help transit. There are also areas in the Central City that are key portals to the bridges that we know are challenging, so we know we need to look at these areas. Inner ring and outer ring tools are things we're interested in looking at too.

Commissioner Rudd: I think this is great work. We have lots less confidence in what the federal government will be doing and funding, so I'm glad we're looking at such different and quick changes we can do locally that don't require so much funding. This is very cool, and thank you for the smart, small bites that cumulatively can make a huge impact.

Commissioner Spevak: I've seen hypothetical TriMet maps with new lines. Will these be traded-off?

- Eric: Because we're talking about ETC and RTP, this is a subset of what we're showing today. Our intent is to use operating dollars to fund as much as we can. Trade-offs might be on adding frequency versus new opportunities. We'll be happy to get your input as we come back, move forward, and see what we can do.

Commissioner Smith: I applaud the vision. You have answered the inner and outer ring question well. I'm a bit curious about the Division line. In my mind an issue was we wouldn't look at exclusive lines on Powell.

- April: We did learn lots from this. I feel we need to proceed cautiously. But we know the need for transit, and other modes, is there. The next step is to do a corridor refinement plan, which has been amended into the 2014 RTP. We'll look at what's more feasible on that particular street.

I was happy to hear there was some suggestion of jurisdictional transfer to the City.

Commissioner Oswill: I see lots of East-West routes but not many North-South.

- April: We also do have N-S lines, so I'm hoping what we're doing is establishing a grid and increasing people's access.

Chair Schultz: These are great steps, and I'm very supportive of this work. It's also amazing to see how many transportation planners are here today!

Transportation System Plan Stage 3

Briefing: Courtney Duke, Zef Wagner, Francesca Patricolo, Steve Szigethy, Erin Aigner, Peter Hurley (PBOT)

Courtney reminded the PSC of the relationship between the TSP and other plans. She reviewed the objectives and changes were made to them in Stage 2, particularly in the bike plan.

As a part of the objectives, there were geographic policies. Francesca gave an overview. Policies for the 8 transportation districts were made to fit the 5 Comp Plan pattern areas. Each district policy was cross-referenced to Comp Plan policies. So we didn't want to repeat ourselves or keeping anything here that's actually a project. We reviewed past local and area plans, updated and refined.

Zef noted the street classification changes. These provide policy guidance for the basic function of the street, mostly about the purpose and trip length. We are incorporating language around safety and traffic calming tools in the Neighborhood Collector classification. For Major Transit Priority Streets, we added language to emphasize safety and improvements around signal prioritization. The biggest change in the maps in updating to show the TriMet Service Enhancement Plan. we also removed the Community Transit Street classification because TriMet is moving to a Community Connector model that does not run on fixed routes. Another big change was in Emergency Response, so we've added a Secondary Emergency Response Street classification.

Commissioner Houck: There was previously discussion about changing the configuration of firetrucks. Has there been progress in terms of having smaller vehicles?

- Zef: More calls are being answered by medical response, but we're not seeing changes to the trucks. We've been working on traffic calming tools to aid in their being able to use the same trucks (e.g. different speed bumps).

Commissioner Spevak: Does the fire department in lieu of getting smaller vehicles have other influences on the street shape and design?

- The intention of the secondary routes is that they would only be used if a major emergency route was blocked.

Why make the designation in the first place if design constraints aren't requested?

- We'd have to use the fire-friendly speed bumps. That would be the main difference.

Commissioner Smith: My request on the maps is to have a digital document that's pan-able and zoom-able that shows how the system connects within the city and to the next jurisdictions.

- We want to make that all available, and the only way to do that is to let people pan in. We'll be using the Map App again, and we're working on incorporating how to work this into it.

Commissioner Smith: I'm looking at the boundary between the inner and eastern neighborhoods. What doesn't make sense is that it doesn't bulge out at Gateway as it does at Lents.

- Courtney: Currently we're following what's adopted in the Comp Plan. We know that's still being reviewed at the State level, but under the current process, we'd have to wait for that.

Chair Schultz: Freight seemed to have an emphasis during our previous work. I'd encourage you to up the timeline and prioritize this work to get accomplished.

Peter shared the updates about the proposed Autonomous Vehicle Policy. We might want to prioritize access to vehicles that carry more people and those that are fully autonomous. Zero-occupant vehicles are clearly not as high a priority as other modes including walking, biking and transit.

System Performance Measures are not about sites or corridors per se, but they are about how the system works overall. The three most notable changes are that Vision Zero is the first objective; we added a new congestion measure to maintain or decrease the number of peak period SOV trips; and a few commute mode share changes. We're recommending that we maintain the 70 percent non-SOV share for commute trips (about 12 percent of total trips) target. We're recommending that we look at what kind of data and modeling we need for all trips mode share target. There are modeling challenges, but we're hopeful to have this and some strategies that we think might be viable to achieve these targets.

Commissioner Smith: In terms of the work from home component, we agreed it was a valuable goal. But does it fit better as a trip reduction goal or a modal reduction of trips? Do you have thoughts on why you chose the approach you did? Are there concerns about making other modal shares go down since you've sliced the pie differently?

- We're attempting to accomplish multiple goals, including healthy access to opportunity. So encouraging more opportunity to work at home, which contributes to other multiple targets, so we added to the mix of modal strategies. We know there are potential trade-offs.

On bike commute mode share, the 25 percent has been in the Climate Action Plan. How confident are you on the modeling that says we can't get there?

- I'm more persuaded by the trip distance and making progress there. I think we can move the numbers fairly significantly. When we looked at relatively small bicycle projects, those make major changes in improving bike access. So with an aggressive investment strategy and prioritization, the doubling bicycling mode share is within the realm of possibility. Quadrupling is a big reach unless we have new policies.

What about Level of Service?

- We are moving to a person-trip for methodology. We'll be collecting data for all trips (not just autos) for SDCs. We could use this to look at corridor performance and site impact and mitigation work. We want to have a site development set of performance measures that are reflective of the goals we've adopted.

Commissioner Rudd: In terms of the 10 percent work at home goal, we've had things like WeWork becoming more pervasive. Is there some way to capture this social desire people have to work with others but still not in a typically office setting?

- These commutes are often shorter trips, which help with VMT. Additionally, when trips are shorter, people are more likely to be walk and bike trips, so can contribute to several of our goals.

Will the state issue AV drivers' licenses?

- There is discussion with the state to see how we manage how AVs are used and have a comprehensive approach about how we manage our streets.

Commissioner Spevak: I'd suggest BPS look at updates to the Zoning Code in the home-based business chapter. In prioritization of uses, there are tables including one that shows in the footnote that freight is prioritized over moving people. But if freight is part of the prioritization, it matters what we're designing the road for, not what's being moved. Maybe we should put freight on the list and see where it falls.

Steve shared work on some proposed amendments to the Master Street Plan in South Waterfront. Doing this does implicate the Master Street Plan of the TSP. We shared this with Design Commission on June 1. The PSC must approve changes in street classification/functions and connectivity, which is the purpose of the briefing today.

Zidell Marine is going to be launching their final barge on Friday. They are in redevelopment mode and have a new Master Plan for SoWa. This will be mixed-use, residential, affordable housing and reuse of the barge building. There are also proposed changes in the South Portal area.

The proposed amended map (slide 41) shows the various proposed changes. There are several other minor changes to alignment, and we'll share those at the September PSC meeting. We'll be refining this over the summer.

Chair Schultz: You talked about Zidell and South Portal, but in central SoWa, I can see some areas that could be cleaned up as well.

- This is a great opportunity to do minor clean-up, so we're definitely open to suggestions there.

Erin gave an overview about what PBOT is doing to make the plan easier to use and read. The three classifications that are in the discussion draft are already available for review on the Map App. She showed the site that's currently being developed to show the TSP, <http://pbot-tsp.surge.sh>. It will be searchable in a variety of ways.

Commissioner Spevak: Portland Maps is my go-to. Can something be added from there to pop you onto this map?

- Yes. And possibly from the Map App itself, too.

Courtney wrapped up with an overview of the outreach that's being done for the TSP Stage 3 work. Public involvement will continue over the summer, and the project team will return to the PSC on September 26 for a hearing; staff could also come back mid-summer to provide a further briefing for the PSC. They will then take the project to Council in late 2017 for adoption.

Adjourn

Chair Shultz adjourned the meeting at 4:15 p.m.