

Portland Planning and Sustainability Commission

Tuesday, November 9, 2010

12:30-3:00pm

Meeting Minutes

Commissioners Present: Andre' Baugh, Karen Gray, Mike Houck, Lai-Lani Ovalles, Gary Oxman (left 1:30pm), Michelle Rudd, Howard Shapiro, Jill Sherman (arrived 1:20pm), Chris Smith, Irma Valdez (left 2:00pm)

Commissioners Absent: Don Hanson

BPS Staff Present: Rachael Hoy, CPII; Eric Engstrom, Principal Planner; Michael Armstrong, Policy & Research Manager; Steve Iwata, Supervising Planner; Troy Doss, Senior Planner; Sallie Edmunds, Supervising Planner; Karl Lisle, CPII; Susan Anderson, Director; Julie Ocken, PSC Coordinator

Vice Chair Shapiro called the meeting to order at 12:35pm and provided an overview of the agenda.

Consideration of Minutes

10/08/10 (PSC retreat); 10/12/10; 10/26/10

Vice Chair Shapiro asked for any comments or edits by Commission members, to which there were none. *Commissioner Smith* moved to accept the minutes; *Commissioner Baugh* seconded. The motion passed unanimously with an Aye vote.

(Y8 – Baugh, Gray, Houck, Ovalles, Oxman, Shapiro, Smith, Valdez)

Items of Interest from Commissioners

Commissioner Smith brought people's attention to the flyer provided about the Portland Plan speaker series starting in December. He asked staff to look into the addition of a button on the website to add events to calendar with the push of a button, something that is feasible via Google.

West Hayden Island Workplan

Action: Briefing

Documents Provided:

- Council Resolution #36805 adopted 07/22/10
- WHI Planning Process Fact Sheet
- City/Port IGA
- WHI Phase II project overview

PowerPoint –

Commissioner Rudd recused from this project.

Rachael Hoy and Eric Engstrom presented an overview of the project and workplan for this year. The full Hayden Island is 1500 acres. The East side of the island, starting at the railroad tracks, is a combination of residential and commercial development, as well as industrial zoned land. The West side is primarily undeveloped and is the defined study area for this project, but City Council has asked staff to also include the area immediately east of the railroad tracks in the study area.

There are 814 acres on WHI, plus shallow water habitat of 240 acres – so a total of approximately 1000 acres for the study area. The island is within Metro's UGB; it was incorporated into the boundary in 1983 because of a shortage of marine-related industrial land. In 1995 WHI was recognized as a Regionally Significant Industrial land and was also designated a Regionally Significant Habitat Conservation area in 2005.

Phase I of the project began in late 2008 and continued through the Council hearing in July 2010. This was a data-collecting phase and included economic and environmental foundation studies to

set the stage for the planning processes. The work was reviewed by a community working group who in turn were charged to advise City Council on how marine industrial, habitat and recreational uses could be reconciled on the island. The CWG report to City Council did include areas of both agreement and disagreement, however the CWG could not agree on a recommendation to City Council. City Council decided to move forward with planning efforts and directed staff to develop a legislative proposal that would include at least 500 acres of open space and at most 300 industrial land on WHI.

The project is now in Phase II of the workplan. Staff is putting together an advisory committee to replace the Phase I community working group and coordinating committee. The group will advise BPS staff and will make sure the legislative proposal is within the framework of the City Council resolution.

Staff is working on technical reports to supplement foundation reports from Phase I. They will focus on these studies, which are broken down into Group A and Group B studies based on whether they are needed prior to the concept planning phase (Group A studies) or if the reports will be done based on a preliminary concept plan (group B studies).

BPS will schedule periodic work sessions with City Council and the Port Commission at key milestones in the project. Community outreach will be central to the project. The first outreach event with key stakeholders will be at the end of November, and the group will review the strategies and communication efforts so staff can amend the plan to reach all audiences as suggested.

Timeline

Staff hopes to release the RFPs for the first group A studies next month. In winter/spring, the concept planning process starts, with the group B studies following in spring 2011. There will also be several council work sessions to check in on the project work: at the completion of group A studies; in the concept planning phase; and at the completion of group B studies

If the project sticks to this schedule, PSC will have hearings about the WHI proposal by late 2011. The goal is to have a specific proposal to City Council by the end of 2011.

Commissioner Shapiro: It would be useful for PSC members to attend the council work sessions and also the scheduled sessions with the Port of Portland.

Commissioners Houck and Baugh confirmed that they will attend the work sessions and will report back to the PSC.

Commissioner Shapiro asked for questions from the commissioners:

Commissioner Houck: Pleased to see the continuing option to work with both the Port of Portland and the Port of Vancouver. In reading the resolution, there was no mention of a no-build option. I assume that is not part of the analysis.

- Eric: While it's not really spelled out, there is an implicit no-building scenario. We have been asked to prepare an analysis along those parameters.

Commissioner Baugh: Will there be an analysis of where the workers live? Is there a connection to the job analysis? If we are putting jobs on WHI, there should be a strategy to capture employees to reduce traffic and across bridge – to try to reduce the impact.

- Eric – some work has been done in Phase I, in terms of what percent will come from Washington versus Portland, but it did not include a housing analysis. There is a connection to the Portland Play in terms of the land/housing supply capacity.

Commissioner Baugh: There is dredging on this island now. Where does that go? Has that community been talked to?

- Eric – That is something to dig into. The Port of Portland would also have an interest in working that out.

Commissioner Baugh: On last question about public involvement. Staff should provide updates – maybe an e-mail for each all the communities who have a stake. Have you talked to the boating community about recreational activities?

- Rachael – that is a good group to add. We have been focusing on residents of island.

Staff has a draft public involvement strategy that they can send to PSC.

Commissioner Baugh: There is currently dredging activity on the island now. What kind of plan does the Port have if future development does occur for the disposal of dredge materials? Will the Port need to find another location to deposit the dredge materials?

- Eric: We do not have any answer for this yet, but we can get one and get back to the Commission.

Commissioner Smith: If you could look at the project from the 30,000 foot level, what is the analysis trying to answer?

- Eric: One of the questions is about what the public benefits of this investment. There is controversy about how broad that benefit is. Also, there have been questions about forecasts since they are not as clear as you go out in the future. It's philosophical: we are trying to create a market that doesn't yet exist and are trying to assess the economy's growth versus prove the economy is growing. How to quantify the environmental benefit is also a question. How to balance and quantify the trade-offs.

Commissioner Smith: The forecast question is a big one: is the economy going to grow as we forecast? In light of climate change, will changes, adaptation, mitigation change what we import/export? If we establish the need, what is the best place in the region to put the facilities? Are there tradeoffs between GHG and habitat depending on where you put facilities?

- Eric – The crux of this in Portland is the place where rail, shipping come together. There are other properties where marine facilities could be located, but Portland has existing infrastructure on WHI that is valuable to leverage. Tradeoff may be in transport costs. Climate was factored in to Phased I; we know commodities change regularly, but the overall volume has consistently gone up. Also, in terms of energy prices, we're looking at peak oil... as prices rise, the more attractive moving by ship becomes.

Commissioner Smith: There is also political issue between Portland and Vancouver in terms of jobs. Is your analysis objective enough? Is there a trigger to tell us when to build?

- Eric: We reviewed a bit in the Phase I analysis – the need to develop both Port and Vancouver land to achieve economic goals, but we still need to dig deeper. With marine terminal development, there is a huge lead time in making the investment. We have missed opportunities in the past, so we want a plan for the next opportunity. Unlike the airport decision (runway), WHI is in the UGB, so there was already a decision made that we do need this.

Commissioner Gray: I noted the piece of annexation – what is this piece?

- Eric: Currently the site is not formally within City limits. The PSC would have to recommend to City Council to have that annexation occur. The County has already delegated this decision on this to City. Although West Hayden Island is within Portland's Urban Service Area, it is actually part of Multnomah County and would need to be annexed to the city for any planning policies to take effect and any services provided.

Commissioner Gray: Because this is an area of wild beauty, are there indigenous people who have claims to it?

- Eric – There are 6 tribes, and we have been communicating on a quarterly basis. Grand Ronde has cultural resources interest on this site; there is a lot of history in general on this site.

Commissioner Houck: I assume info about outreach will include opposition to the committee? [Yes.] In terms of climate change, planting trees, Gray to Green, climate sequestration, etc. That part of the analysis will be interesting in terms of fitting into the Climate Action Plan goals.

- Eric – in Phase I we compared the volume of sequestration versus mode shifts and found a vastly larger benefit to shift a small percentage of movement to freight (order of magnitude is in 1000's).

Commissioner Houck: 500 acres open space... that term is ambiguous. If we want protection, "open space" is not necessarily managed. Also, the Ecosystem Services Concept was created by Dr Robert Constanza who's now at PSU. It would be good to have him on board.

Commissioner Baugh: In terms of the transportation study, are there 2 new bridges? We should have some efficiencies in looking at consolidating transportation and creating as few bridges as possible.

- Eric – The rail would go through the existing railroad bridge. The new bridge would serve site (truck) traffic. This is actually not driven by volume but more about neighborhood impact issues.

Commissioner Smith: The study area extends slightly east of bridge. What is the land use in that area?

- Eric: There is industrial between the shopping center and the bridge.

Commissioner Shapiro: I have a final request for pragmatism, investigation in futurism. It's important to be aware of how economic priorities change, especially in developing this area.

Climate Action Plan Update

Action: Briefing

Documents Provided:

- CAP 1-year Progress Report

PowerPoint –

Michael Armstrong presented.

When CAP was adopted last year, we heard lots about the need for accountability. The PSC and City Council will get reports, and we'll ask for feedback and reactions to where we are for upcoming years.

This Year one update report will go to City Council in early December. Already we have seen some big steps in the goal of reducing emissions 80% from 1990 levels by 2050. The new data is in from 2009, where Multnomah County showed we are now 2% below 1990 levels. Countrywide there was an unprecedented 7% drop.

Today's presentation highlighted the progress in moving forward on specific actions for next 3 years within each of the 8 CAP action areas.

1. Building & Energy

- Clean Energy Works and Solar Installations (megawatts installed)
- Boardman closing will be symbolic, not necessarily the most intensive coal-use, but the first big plant to shut down (by 2020)

2. Urban Form & Mobility

- This area is of central importance to the Portland Plan terms of the CAP, e.g. the 20-minute neighborhood concept
- Bicycle Master Plan adopted, rapid increase of bike commutes; 15 miles Neighborhood Greenways now citywide

- Electric Vehicles as substitute for longer trips around region; EV strategy adopted by council

3. Consumption & Solid Waste

- Residential curbside food-waste pilot underway; citywide roll-out in 2011
- Education around consumption – Be Resourceful campaign

4. Urban Forestry & Natural Systems

- Tree Project is near completion
- 100,000 trees and shrubs planted in 09-10, 169 new green street facilities completed in 09-10

Commissioner Baugh: What are challenges of making trees a capital asset?

- Michael: Conversations are happening – it's a policy issue (different type of capital asset, how they function over time) and some is quantitative.

Commissioner Houck: I would like to see the PSC jump in on this issue... there is a legal accounting issue at federal level, but this is critical for us to crack. BES has done a lot of work on it, so would appreciate a follow up session with commission to further discuss.

5. Food & Agriculture

- Zoning code project is underway to address barriers to urban food production

6. Community Engagement

- Climate Action Now! campaign to engage residents
- Continued coordination with government – working to get our education messages out region-wide... conversations are starting. But some ways to motivate change in Portland are different from other areas in the region.

Commissioner Houck: Could we review Metro's plans? At some point, that would be beneficial to hear what Metro has to see how our programs could be integrated

- Susan Anderson: We may need to you come in more quickly on certain topics rather than outreach overall. For example, with food waste – we would be able to roll-out residential citywide, but Metro isn't moving on facilities, so we have no where to take all the food scraps. City Council is aware of it, Metro is becoming aware, and other cities in the region are interested.

Commissioner Shapiro: Formally, from the PSC, can we request Metro come to tell us what they have in mind?

- Susan: It is all about timing for the various issues and the plans overall.

7. Climate Change Preparation

- Water Bureau continues to be national leader in policy and analysis with the Water Utility Climate Alliance
- Portland team participated in Climate Leadership Academy workshop in September
- Now in early stages of scoping a systematic assessment of vulnerabilities
- "Resilience" is emerging as one of four proposed principles in the Portland Plan

8. Local Government Operations

- Converting to latest technologies – for example, LED light signals
- Renewable energy is now used for 10% of City operations
- Energy retrofits

Key Actions for 2011:

- Portland Plan
- Building energy policy
- Assess climate vulnerabilities and develop adaptation plan
- Progress on sustainable funding for transportation

Commissioner Houck: I'm pleased to see adaptation is on the workplan for 2011. UO report has some good information about adaptation – Metro has a huge roll re: adaptation. Also, the Portland Plan was referred to numerous times. Eric gave a PP presentation at a recent PSC meeting. At the recent PPAG meeting we discussed a few of the strategies including City Green. Thinking about sequestration and mobility, that driver is important.

Commissioner Smith: I would challenge staff to see this information in a 1-slide dashboard so we can see it annually and easily see our progress.

Commissioner Shapiro: Developers are beginning to think about building projects. We should link this with how PBOT and sustainability come together in planning new routes... work with PBOT to move people around the community.

Commissioner Baugh: If the buildings policy needs to get done sooner rather than later (and/or other policy issues), please come back to PSC sooner than later so we can help push. Especially interested in transportation and sustainability – and how we engage PBOT in that conversation... Sue Keil asked how PSC wants to engage.

- Michael – PBOT was with BPS, part of the team in developing strategies, and is engaged in the plan.

Commissioner Gray: I want to relate to how education systems can get the word out in terms of communication plans: 1. CEW retrofit is something school districts can help to communicate about, including the leveraging of funds. 2. food education – community grants. 3. energy savings and green design.

Susan: it might be great to come back with a short list of things PSC could assist with in the upcoming year. This could advance the advocacy role as well as areas where there are more traditional planning questions and issues to work through.

Commissioner Shapiro – CAP is the centerpiece of what we want to include in future plans.

Central City 2035 Plan

Action: Briefing

Documents Provided:

- Calendar & Public Involvement
- CC2035 & Connected Planning Projects
- N/NE Quadrant Overview
- Housing & Community Development Discussion Draft
- Public Involvement Summary
- N/NE Stakeholder Advisory Committee Members list
- CC2035 Advisory Group list

PowerPoint –

Steve Iwata presented.

The CC2035 is an update to the 1988 Central City Plan. The project will address the challenges and opportunities to ensure a vibrant and sustainability Central City in Portland. It is connected to a variety of city plans including the River Plan Central Reach, Bicycle Master Plan, Portland Plan, and others. In terms of Willamette River planning, CC2035 will look at Riverfront Vitality, the river as Portland's Front Yard, as well as Watershed Health. CC2035 will be one of the first "action plans" for the Portland Plan.

There are 6 policy themes that will be used as key organizing themes for CC2035. Within the Central City, there are 8 adopted sub-districts, which have been combined into 4 geographic quadrants as part of overall planning process.

The concept plan for CC2035 started with an advisory group in June 2010; the project team expects to have draft plan in June 2011.

N/NE is the first quadrant plan for the project. This quadrant will require collaboration between ODOT and the City of Portland to develop a joint land use plan and plan for the I-5 freeway at Broadway/Weidler Interchange.

Commissioner Shapiro commented that ODOT's plan in the 1980s that was for elevated ramps for freeway merging. Steve noted that the unadopted plan would have made the freeway much higher and wider, but City didn't see that as beneficial.

Key issues for the N/NE quadrant include land use and transportation as well as coordination with PDC on the Rose Quarter Development Plan and the BESC site for PPS.

N/NE historic themes include distinct and evolving communities; the importance of transportation; and big plans, projects and impacts – all of which will be looked at in the CC2035 Plan.

The Public Involvement for CC2035 includes a framework for events (some are already underway) and committees that have been formed for both CC2035 and the N/NEQ.

The CC2035 Advisory Group is one of the primary ways to ensure the public has opportunities to provide input into the planning process. There is also a CC2035 Technical Advisory Group; River Plan / Central Reach Technical Advisory Committee; and other sub-groups and working groups will be determined at a later date.

The N/NE quadrant has a Stakeholder Advisory Committee and a Technical Advisory Committee formed already; there will also be subcommittees by policy topics and/or sub-areas of plan to be determined at a later date.

There have been, and will continue to be, open houses, a Symposium series, and forums for each quadrant's work. Notifications are sent via the project's website, e-mail, and neighborhood groups.

Commissioner Houck commented that he had attended some of the first sessions, and the sessions have been well-attended and informative.

Commissioner Rudd noted staff has done a good job at working with the community and other groups, which has been a great start to convening experts in each field to engage in the dialogue.

The goal for the N/NE quadrant work is to complete symposium in early spring. Then the project team will work with its advisory group to craft language – timing should align well with Portland Plan work.

Commissioner Shapiro asked if is there any talk about doing something with the freeway to make it "disappear". Something really creative? Steve – The short answer is yes. We are reluctant because City Council in 2006 adopted the Freeway Loop study, which recommended that the Eastbank freeway should be relocated, but it was left undetermined how and/or when. Staff is still defining how we are working with the issue.

Commissioner Rudd asked about if the freeway were removed/relocated. Steve noted that is a long-term issue. Overall the freeway is in relatively good shape, so not a pressing issue in terms of any physical problems.

Susan Anderson noted to the commissioners: your role on the PSC is both big picture and details. Looking at changing freeway structure would be a 60 year project. The quadrant plans is where the action will happen and will come to the PSC to review. You have whole gamut in this project from big and details.

Commissioner Shapiro – The big picture ideas are well-communicated to the public. I would have liked to see a bit more diversity on committees, but I expect you are reaching out to others as well.

Commissioner Gray also noted not everyone is on e-mail. Steve mentioned the team is looking at doing other media as well; postcards were used for informing the public about the first open houses.

Commissioner Smith mentioned a new publication, *Portland Afoot*, that would be a good place to advertise for the Central City audience.

Director's Report

Susan Anderson provided the report:

- It is budget time for BPS, with the budget due in January. *Commissioner Sherman* offered again to be PSC member.
- Susan asked the commission if they want BPS (or other bureaus) to come to the PSC meetings in December or January to discuss their budgets for FY2011-12. This will be an item of note at the November 23 PSC meeting. *Commissioner Baugh* mentioned he will be on the PBOT BAC and can give updates about the Transportation bureau's budget at upcoming PSC meetings.
- Susan reminded the PSC that there still needs to be PSC representation on the Airport Futures ongoing committee. *Commissioner Gray* expressed her interest and will participate in the quarterly meetings.
- There was a brief update on Metro's UGB; Tom Armstrong from BPS will present an overview of Urban Reserves and the UGB at the January 25 PSC meeting.

Commissioners Shapiro adjourned the meeting at 2:32pm.