

184521

**Moore-Love, Karla**

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**From:** Alice Blatt [aliceb@pacifier.com]  
**Sent:** Wednesday, March 23, 2011 8:08 PM  
**To:** Moore-Love, Karla  
**Subject:** airport futures testimony  
**Attachments:** airport futures.doc

3/24/2011

Alice P. Blatt  
 15231 NE Holladay  
 Portland OR 97230

I join with many others in appreciation of the 30-member Airport Futures Planning Advisory Group's 3+ years of productive work, its gratifying conclusions, and the Port's recognition of the value of a 50 foot Ep-zoned riparian buffer on its own property, and its own logical involvement and responsibility for helping improve certain conditions in abutting neighborhoods. Many thanks to all.

Since the Columbia Slough and its watershed are some of the most valuable natural resources in outer northeast Portland and because the possibility of decoupling E-zones on industrial properties was mentioned during the 3/16/11 joint hearing (Port and City Council), I wish to express considerable concern about this possibility.

Very briefly, because this historic material was submitted to the record at the Planning Commission hearing 8/24/10, in 1990-91, a successful citizens' LUBA appeal of the Columbia South Shore Natural Resources Management Plan (NE 82<sup>nd</sup> Ave. to 185<sup>th</sup> Ave.), based primarily on objection to the inadequate 25 foot Ec-zone protection along the Slough and other significant wetlands, required remand of the Plan. The testimony (USF&W, ODFW, EPA, etc.) during this process was overwhelmingly supportive of wider buffers (300'). Subsequent years of experience nationwide have served to corroborate their words and validate the substance of our appeal. Two years (1991 - 93) of open Stakeholder meetings resulted in code revisions creating the Columbia South Shore Plan District (Oct. 1993), providing 50 feet of Ep zoning along the main slough, and were the genesis of the Columbia Slough Watershed Council. This council is broadly representative, very active, and one of the most respected in the state. Along with BES, other governmental agencies, the Multnomah County Drainage District, and individual citizen volunteers, many of whom recognize that 50 feet is the absolutely minimum possibly functional buffer width, the CSWC has spent the past 16 years planting thousands of trees and shrubs, benching, and restoring these riparian strips in many ways to optimal functionality. It is my impression, as a neighborhood chair, that many members of our industrial community have found it in their hearts, in their employees' best interests, and even in their own economic best interest to participate in the restoration and enhancement of their p-zoned riparian areas.

My most serious concern regarding decoupling E-zones on industrial lands is maintenance of our wildlife corridor. Most of the multiple values of riparian protection (improved water quality, erosion control, human recreation, etc.) are enhanced by increasing breadth, but the one for which adequate width is most crucial - the one most acutely sensitive to narrowing, is wildlife habitat and corridor connectivity. For many thousands of years the Columbia flood plain has connected the gorge with the Willamette/Columbia confluence - a mile or more in width for at least 18 miles. Consider the effect of reduction to less than 100 feet. Bottlenecks along wildlife corridors discourage their use. Much in the manner that a chain is no stronger than its weakest link - a wildlife corridor is no more functional than its narrowest breadth. Recall the news stories of an elk in the golf course or a wild cat in a NE Portland tree, Our community group scheduled a speaker on dealing with coyotes and raccoons. Heron are appearing in our backyards. Canoeing the slough, at one time, we were met at waters edge by a

deer family - no more. No matter where the bottlenecks appear between the gorge and the Willamette, they discourage normal usage and survival.

Space on earth is finite. As Mark Twain once said:(and you've heard often) "Buy land, they're not making it anymore", nor can we replace its inherent value. Please consider incentive mechanisms for maintaining at least the 50 foot p-zoned land from top of each slough bank.

We expect to be actively involved in on the ground implementation.

Thank you for your consideration of my comments.

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**Moore-Love, Karla**

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**From:** justin callaway [justincallaway@gmail.com]  
**Sent:** Wednesday, March 23, 2011 7:59 PM  
**To:** Moore-Love, Karla  
**Cc:** Schmanski, Sonia; Commissioner Fritz  
**Subject:** airport futures/levee road zoning overlays residential testimony

Please consider the following as testimony to be entered into the record and shared for presentation to the City Council with regards to the Airport Futures project.

Dear Portland City Council,

I thank you for allowing your colleague, Commissioner Amanda Fritz, the to leave open the window of opportunity for me to explore issues with the proposed overlays in the Airport Futures project as they relate to my home and my parents' adjacent land parcel. Unfortunately, given the multiple, evolving fronts and limited time during business hours, I have yet to make as much headway on clarifications as I had hoped. So, I will be the first to concede that some testimony that I am submitting could be readily corrected with some additional information or remedied with simple explanations as they relate to my trial by fire introduction at civic engagement armed with a superficial understanding of the multiple departments and their roles at best. That said, I truly welcome any efforts or even extra time that can be offered to advance my ability to constructively represent my concerns and especially to have them addressed with proposed solutions in place before being included in the Airport Futures project. Thus, I apologize in advance for errors and previous misstatements in both my prior testimony and this submission as I scramble to get up to speed at this late date on the Airport Futures project and the unique challenges associated with my related residential properties.

First, I believe it would be helpful to provide some initial context for those considering the Airport Futures project before them and the proposed overlays as they apply to my properties. I purchased my home at 8850 NE Levee Rd. in the middle of last October. At that time, my parents, who reside in Texas, offered to purchase the adjacent land parcel at R171714 that was being offered for sale at the same time. Both are zoned for Residential Farming, not IG2h as I previously misstated in my earlier testimony; however, I was told when I purchased the property and have been reaffirmed in recent days under such existing zoning they remain eligible to petition to be rezoned as such. While I currently have no plans to apply for such a reclassification the option was very attractive when making my decision to purchase my home. I do believe it important to consider this fact in light that all proposed overlays on industrial properties have been suspended in response to a LUBA lawsuit. Some of these are the same properties that border both my home lot and my parents' parcel.

Why is this important? Well it speaks to the heart of what I consider to be a strategic flaw in the Airport Futures proposal before you to holistically address watershed basin issues, the complexity and impact of varied zoning, and increasingly the livability of my property within the context of an underserved neighborhood. I shall detail this below. I can only hope that the many agencies under your charge will be able to amass the necessary maps and records for you to gain a clearer picture of the area and parcels I shall continue to reference.

Before I continue it is important to note that the lot my parents purchased has a wetland

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conservation easement currently held by the Wetland Conservancy based in Tualatin. Charged as the local steward with maintaining the wetland easement responsibilities, my parents have given me authority to represent their interests on this level. With this authority as the basis for my additional testimony, I shall continue to outline my concerns.

In addition to a home-site being grandfathered into the easement and the permissible light agricultural uses of the property, the primary motivation for the purchase of this property was to maintain a safe natural habitat for my kids to explore. The previous owner had gone through painstaking efforts to plant trees and maintain his property in what last summer appeared to be an impressive example of what residential conservation efforts in creating healthy wetland habitats could become. In this my parents shared the mutual value of the collective public good such a property can provide to a larger picture of urban sustainability in a world with increasingly limited natural resources. Furthermore, the property offered an opportunity for my children and I to use it as a tool to learn about nature in our work as stewards to maintain it for the benefit of better living environment for all. Thus, when I was initially presented with the wetland and protection overlays in the Airport Futures project, given the existing easement, they seemed to only support the values with which the property was purchased and the wetland easement was filed. At this point, I am no longer so sure the Airport Futures proposed overlays can further these objectives but will only complicate matters. Let me explain.

After my previous testimony, in what appears to be the result of the responsiveness of Commissioner Fritz and Commissioner Fish's office, Jay Sugnet and Mindy Brooks of the Bureau of Planning and Sustainability (BPS) have both reached out to me with regard to proposed overlays on both properties. They shared their insight around existing overlays and some of the BPS rationale for proposed changes and timelines. In my conversation with Jay last Friday, we determined a site visit with Mindy made the most sense. She was kind enough to come Monday morning while accompanied with co-worker, whom I believe to have been Phil Nameny. After our meeting, she graciously followed up with details and contact information for people and City of Portland departments along with the relevant document case numbers for State or Federal records for me to investigate. While I have yet to verify any limitations or costs associated with what has evolved into necessary tree removal for me to pursue some farming before some ill-placed trees eclipse my property, my initial conversation with Mindy indicated this should be less difficult than I may have originally thought and that a solution should ultimately be attainable with some possible permits and fees. Somewhat confused by in my pursuit of information, I contacted Morgan Tracy today, who also referred me on to BDS for exact details but at this moment I have yet to have the opportunity to call to get specific details. While I would prefer to have those details at this moment I have felt it necessary to focus on a larger and more problematic issue as it has gained in prominence this past week with additional insight.

As with any home purchase, there are discoveries. One of these was the discovery of a large, vagrant camp on the adjacent, mitigated property. This sprung up during a particularly long, wet spell this winter making its detection and monitoring from my parents' wetland property particularly difficult, as it became so significantly flooded with water from the adjacent industrial property backing up over the eroded weirs established as part of the past "mitigation" of wetlands. As the waters receded an oily sheen has come to my attention in the past months, and I increasingly began to question how much this could be related to other property nearby owners concerns about proposed wetland delineations. While previously I assumed this was well-maintained and all pollution self-contained the appropriate properties, I have become increasingly concerned. Just as I expressed my concerns to the highly responsive Portland Police for the safety of my children when playing on my own property given the illegal encampment, I now express to you my concerns not only about the very serious issue pollution, but perhaps more importantly about the Airport Futures process as it applies to my situation and experience around this.

Having purchased my property in the middle of last October, I have tried to become somewhat acquainted with Airport Futures proposal but have had to stay focused on trying to make a neglected home livable. Consequently, I have tried to go to what neighborhood meetings I could attend. Even with the small sampling I became aware that quite a few property owners along Levee Rd. had reservations about the fact that the whole neighborhood was not included in the Airport Futures plan, making the full impact of such overlays felt by the entire neighborhood community impossible. While this has appeared to create some divisions as a newcomer I have tried to avoid these politics as much as possible.

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Thus, on this level my greater concern about this is that aside from being included in the small subset of property owners with overlays that limit uses that may impact future property values, the outstanding issue for me is how holistically the Airport Futures plan has been drafted when it doesn't look and try and meet the needs of the whole neighborhood, especially given the complexities encompassing a region with such mixed residential and industrial zoning.

To that end, I am grateful to you, Commissioner Fritz, for being a catalyst to include me at such a late date over such neighborhood issues. It has been key for me to discuss some of these issues with representatives of the BPS. Given the plan being set forth, I have been disheartened with how lacking this is in the Airport Futures plan when it should be integral. In a neighborhood with so many nearby industrial properties, they have a serious impact. My understanding of future developments of nearby empty properties, is there will most likely be far more such development in future years. So, given the placement of my property, I speak with experience that it is with far greater frequency that I hear trucks honking and trailers slamming at all hours of the day (literally) than we can ever hear the seasonal sounds of geese honking and frogs croaking. While some of the compromises of such mixed zoning are inevitable and important equilibriums can be established, pollution and what goes into the water goes well beyond anything reasonable. This is a safety issue.

While the long-winded scenic detour? Well, this is where I become increasingly alarmed by my recent conversations with BPS employees. In no means in what I outline below are these to be considered character-attacks as I believe everyone is trying to do their job. I truly want and need the city to be an ally in finding solutions to my existing problems; however, as a property owner coming late to the game with the Airport Futures process I am still trying to reconcile those conversations in form of a fair representation in the process. I just don't understand how those charged with planning can move forward so aggressively and completely discount valid concerns.

When speaking to Jay and Mindy, I was stunned to learn that they were both aware of the mitigation problems with the adjacent, mitigated industrial wetland. It was not until recent months and especially these past weeks that this became something that I believed to a very real and pressing concern. The great irony is that I met with Mindy this past summer prior to formalizing an offer on my home and she showed me the proposed overlays, but I must have asked the wrong questions, as I was only concerned about any future development of even closer industrial uses of the adjacent mitigated industrial land. To her credit, Mindy had mentioned some issues with the record-keeping but there was no mention the faulty implementation or subsequent maintenance that might impact my parents purchasing the separate parcel nor any history of contamination. But as the police informed me about the vagrant problem on my neighbor's property, it must be a complaint driven system, and apparently it is only when I have a complaint, despite their previous knowledge, that this has become an issue that they are being asked to consider in my case given the proposed wetland and protection overlays. If it is a complaint driven system and they know there is a problem, how is this transparent, and how does this represent a "City that Works" together to fix problems rather than ignore them intentionally and sweep aside those concerns when proposing overlays as a bureau?

I struggle with this. I have tried to wrap my head around this process and the possible impacts with each discovery along the way. I have been left with a feeling like there is very much a lot of intentional "take" from a selected few, a high amount of disregard about actual detailed impacts to specific owners, and very little "give" with those on Levee Rd. who are being potentially adversely affected by the current proposal.

There is a larger context with which all of this is occurring and that is my effort to provide a safe place for my children in a neighborhood that seems to not have had most of its basic resources not met-- whether it's the lack of play-structures at the ironically named Children's Arboretum (with no others within miles that I have discovered), or that my neighbors' kids, must walk over a mile on sidewalk-less roads shared with semis with trailers to catch a Tri-met bus to go to school. As I tried to relay this frustration to Jay who is supposed to represent real planning concerns by all I would think, I was met with the condescending, gratuitous t-t-for-tat comment that he lives in Southwest Portland where there are no sidewalks and he loves it. Well, I rented this past year in Southwest Portland before buying my home and I don't recall walking with semi trailers in my neighborhood without sidewalks to avail myself of public

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transportation. And while I was in disbelief at this context, and I realize I can be passionate, unfortunately this is the same tone I have seen when the small group of impacted residential owners experience within the confusing context of the larger East Columbia Neighborhood Association when one of them asked Jay if we could be decoupled from the Airport Futures process, a luxury now being afforded to the industrial properties who apparently must have the resources to be given such consideration. Perhaps it has been a long, arduous process and I am arriving late and patience is thin. And for that I thank but Jay for his service to date. I admit my understanding of zoning may have been incomplete at times, as evidenced in earlier testimony, and that I am zealous in my efforts to protect my family. I have no desire to disrupt the narrative that was communicated at the latest hearing indicating of a broad level of inclusivity, but I am sorry as a late-comer to a process that will directly affect me, and the reason I am taking this time to write, I must ask: *When presenting what I consider to be legitimate livability concerns as a residential property owner, parent and resident of Portland, is this dismissive approach how representation of my interests is to be met within the Airport Futures process?*

On this level, I appreciate Mindy's recent candor in telling me that the city is "holding its breath" to see what it really needs to provide this neighborhood in the way of services. Would not the whole neighborhood have been told such things rather than this being shared with individual property owners so late to the process? How can this be true after the approval in recent years of the newer occupied housing developments along Gertz road?

Perhaps after a 20 year history of having lived in all quadrants of the city, I am for the first time left to wonder, are such basic livability concerns and basic neighborhood needs now part of a newfound complaint driven approach to planning? I thought planning was to anticipate problems? And when pressed on the pollution or faulty mitigation as it relates to the proposed efforts to impose expanded wetland delineations, I am told that planning and Airport Futures "has no dog in the fight." This is for other departments and agencies to solve.

Then what's the rush?

Thus, despite greater knowledge than I currently possess of faulty mitigation and the problems as such on my parents' parcel, I have been told that these Wetland and Protection overlays should go forward as proposed in the Airport Futures project on this parcel when there has been no attempt to resolve the oversight that has occurred in either the maintenance and remediation, much less a disclosure of a systematic review of the implementation of past mitigation efforts. These are records I now formally request from all relevant City agencies as well as timelines. Given that the offending industrial properties have been decoupled from the current Airport Futures proposal, I find it incredibly disingenuous that those with this knowledge would continue to push forward such a plan on the City's behalf when there is both an admission of this as a known problem and awareness that it remains unresolved within this context. Furthermore, given this decoupling it becomes entirely unclear that the overlays proposed will eventually ever be extended to the adjacent industrial properties, creating a situation not unlike my revelation that all of the trees planted too close together in questionable locations in past/proposed protected areas, that the implementation of these overlays will not most likely create more problems than they were most likely intended to solve. In essence, why is there such an urgency to include these overlays on my family's properties in the Airport Futures project when there is no certainty that the City will prevail in the pending LUBA lawsuit currently excluding the adjacent industrial properties? Thus, like the possible tree removal restrictions, where is the guarantee that these overlays will not complicate any solutions by or between landowners, other agencies (federal, state, or regional) by placing undo protections on this land in such a state of uncertainty, that in all likelihood are only protecting what appears to be the industrial, illegal brown-fielding of a residential property.

In speaking with Mindy, I was told these delineations can just be adjusted later at the expense of my hiring a scientist to challenge them. I have to ask, when Jay was so careful in my conversation with him to gently position the City out of legal responsibility with the mitigation, a position I do not at this time question, if somehow this trend turns into a great legal hand-washing nightmare necessitating extra hand-washing for my kids, and should it come down that my only solution is to reinforce the weirs on my own land, knee-deep in toxic mud, needing to cut "protected" trees once again, what then will have been placed, other than more restrictive overlays that will require additional permitting or

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exclusions for the very actions I could need to protect my property or kids? I cross my fingers that this is an extreme, hypothetical scenario at best, but where are the guarantees that what is positioned as innocuous, moveable overlays will not create undo financial burdens and bureaucratic headaches later? Pardon the all too tacky analogy, but this is like capriciously suggesting, "Sure, you can get married and if it doesn't work out just go get a divorce later." I have no interest in wanting to explore the land-use equivalent of such a painful, exhausting and expensive process. So, where then are all of the pre-nuptial agreements covering all possible scenarios: pre-mitigation, post-mitigation, pre-LUBA, post-LUBA, etc? Where are the guarantees and outlined evidence of the scientific data necessitating these protective and conservation overlays now when they may never extend to nearby industrial properties? Perhaps in such an outcome the City will then impose greater restrictive overlays and additional burdens on residential owners only to make up for this loss of overlays? Is this the way the City can finally exhale and longer wonder whether there will be a need to provide basic services by eventually rezoning residents with overlays out of their homes or use of their properties?

Clearly this process, as it applies to my situation, has excluded the reality and all flavors of undetermined outcomes. Without such guarantees, why is it there such a compelling desire to move forward with including such overlays while possibly placing at risk, to recycle Mindy's figure of speech, the most under-resourced, or most-wounded actual "dog in the fight"? It is mesmerizing to me that without knowledge of what a properly mitigated landscape might become or whether such proposed overlays will eventually just terminate at our property line in the near future.

On a final note, I encouraged my parents to purchase the separate land parcel that has its own Wetland easement held by the Wetland Conservancy. Initially, such protections proposed by the City did not appear to be in conflict but only a partial recognition of the remarkable efforts by the previous owner to plant and maintain what appeared last summer to be a healthy, natural wetland. In what appeared to a paradigm of residential conservation efforts, and something for the city to encourage city-wide, I instead find myself being the bearer of bad news as to how our City values our situation. Please help me change this course. Yours in solutions and out of time to edit.

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Justin Callaway  
[justincallaway@gmail.com](mailto:justincallaway@gmail.com)

3/24/2011

**Moore-Love, Karla**

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**From:** Tamara DeRidder, AICP [SustainableDesign@tdridder.users.panix.com]  
**Sent:** Wednesday, March 23, 2011 6:42 PM  
**To:** Moore-Love, Karla  
**Cc:** Parsons, Susan; ed gorman  
**Subject:** Airport Futures Public Hearing - Additional Testimony

**Importance:** High

**Attachments:** Airport Futures Testimony - TDR 03232011.doc; SustainableDesign.vcf



Airport Futures SustainableDesi  
Testimony - TD... gn.vcf (381 B)

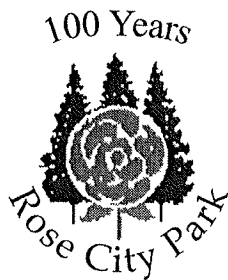
Dear Karla,

Attached is additional testimony on behalf of the RCPNA. Please forward this information to the Portland City Commissioners, Mayor, and other decision makers.

Please let me know if you have any questions or I can be of further assistance.

My best,

Tamara DeRidder  
RCPNA, Board & LU&TC  
503-706-5804



184521

# Rose City Park Neighborhood Association

March 23, 2011

Dear Honorable Mayor Sam Adams  
& Portland City Commissioners,

**Subject: Formal Request for Postponement - Airport Futures Plan Hearing**

This testimony serves to elaborate on and address our concerns stated in our March 16, 2011 testimony document. As with our previous assessment, we recommend that the City Council postpone this hearing to a date certain or to a date certain or remanded to the Planning and Sustainability Commission.

Although it has come to light that the Port had provided some data to the PAG committee on air emissions as illustrated in PAG meetings 11, 12, and 19 there remain outstanding concerns that need to be addressed.

It is understood that the Portland Airport proposes expansion through the Airport Futures:

“Proposed growth for Port facilities by 2035 (beyond approved growth from the 2003 CUMP) includes approximately 8.2 million annual passengers at the terminal, 175,000 square feet at the AirTrans Center, 15,000 square feet of commercial space in the North Frontage Road area, a compressed natural gas facility in South Airport Way area, and potentially new general aviation (similar to the existing Flightcraft area) in the Northwest Quadrant area” – p. 4, Airport Futures Transportation Impact Analysis.

**Finding of Fact:**

1. This amendment to the City of Portland’s Comprehensive Plan requires a complete ESEE analysis, if a NEPA analysis is not required. Such documentation shall include an assessment of all environmental impacts, including but not limited to:
  - a. Historic and projected annual emissions of air toxins, their sources, and geographic impact areas as generated by the airport facilities, ground transportation, and air travel vehicles.
  - b. Disclose annual air emissions as an impact on Residential Areas, including those in Vancouver, WA.
  - c. Known social and health impacts created by exposure to past levels of air toxins generated by the airport, as well as, projected impact of future air toxins levels.
  - d. Provide clear and objective policies that address the source of these pollutant generators and steps for reduction and/or mitigation
  - e. Failure to integrate these elements of the ESEE analysis into pro-active goals, objectives, and implementation time line for air pollution mitigation/pollution off-sets in the Airport Futures plan.

Therefore the ESEE analysis for the Airport Futures Plan shall be denied as inadequate.

2. The PAG committee were never provided the DEQ data on Carbon Monoxide, Nitrogen Dioxide, and Volatile Organic Compounds, their sources, and means for mitigation. The Oregon DEQ PATs and NATA air emissions data was never discussed with the PAG committee on how this information applied to the Portland airport and the Airport Futures Plan. Documentation in the PAG meetings and available in the Projects Assumptions Conclusions and Recommendations are based on insufficient air emissions documentation being provided to this public involvement committee.

Therefore, the PAG committee final assessment is found to be incomplete.

3. The TSP completed by the Port for the Airport Futures is incomplete for the PDX airport as a service district. The means of transportation for this district includes air travel, both freight and passenger, in addition to vehicular. As with the Metro TSP, the environmental impacts of the generated trips to and from this district/the PDX Airport need to be documented, analyzed for peak congestion and pollution emissions, and policies with implementation steps proposed to better manage & mitigate harmful impacts of this current and proposed system.

Therefore, the Airport Futures Transportation System Plan is found to be incomplete.

Further resources for the documents referenced above include the following:

1. Oregon DEQ NATA Map site, including Google Earth access:  
<http://www.epa.gov/ttn/atw/nata2005/tables.html#int>
2. Oregon DEQ PATs site: <http://www.deq.state.or.us/aq/toxics/pats.htm>

Again, it is our recommendation that the Airport Futures Plan requires future analysis and discussion prior to being complete.

We recommend the City Commission:

Postpone this hearing to a date certain or to a date certain or remanded to the Planning and Sustainability Commission.

Respectfully submitted,

Tamara DeRidder, AICP  
Principal, Habitat for Sustainability | Portland, OR 97213  
1707 NE 52nd Ave. | 503-706-5804 | [SustainableDesign@tdridder.users.panix.com](mailto:SustainableDesign@tdridder.users.panix.com)  
&  
Co-Chair, Land Use & Transportation Committee  
Board, Rose City Park Neighborhood Association

Submitted on 03/23/2011 by T. DeRidder  
Via e-mail

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**Moore-Love, Karla**

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**From:** King, Scott [Scott.King@portofportland.com]  
**Sent:** Wednesday, March 23, 2011 2:51 PM  
**To:** Moore-Love, Karla  
**Cc:** Sugnet, Jay; Zehnder, Joe; Corich, Chris; Johnson, Misti; Whitlock, Ian  
**Subject:** Airport Futures Air Quality  
**Attachments:** AirportFuturesAQinfo.docx

Karla, Jay, and Joe,

Based on the testimony from Tamara DeRidder last Wednesday we offer the following document describing PDX air quality to be entered into the record before it closes later today.

<<AirportFuturesAQinfo.docx>>

In addition to this information to be submitted into the record I would like to update you on our meeting with Ms. DeRidder. PDX staff responsible for our air quality program (Renee Dowlin, Sam Hartsfield) and I meet with Tamara today at 1PM and discussed the information in these documents as well as other information already in the record and available on the Airport Futures Website. Those documents are:

- Airport Futures Project Assumptions, Conclusions, and Recommendations – Revised 12/15/09 - Items #10, #11, and #12

[http://www.pdxairportfutures.com/Documents/PDX\\_AF\\_Prjc\\_Asmptns\\_Cnclsns\\_Rcmndtns.pdf](http://www.pdxairportfutures.com/Documents/PDX_AF_Prjc_Asmptns_Cnclsns_Rcmndtns.pdf)

- Supporting Documentation: Mid-Term review & Planning Process Memos (PAG Attachment #6) - pages 10 through 13

[http://pdxairportfutures.com/Documents/PDX\\_Airport\\_Ftrs\\_Mid-Trm-Rvw\\_Sprtnng\\_Doc.pdf](http://pdxairportfutures.com/Documents/PDX_Airport_Ftrs_Mid-Trm-Rvw_Sprtnng_Doc.pdf)

On an earlier phone call with her I also briefly discussed her issues related to NEPA. I referred her to the following documents:

- Airport Futures Project Assumptions, Conclusions, and Recommendations – Revised 12/15/09 - Item #9

[http://www.pdxairportfutures.com/Documents/PDX\\_AF\\_Prjc\\_Asmptns\\_Cnclsns\\_Rcmndtns.pdf](http://www.pdxairportfutures.com/Documents/PDX_AF_Prjc_Asmptns_Cnclsns_Rcmndtns.pdf)

- Port of Portland Federal and Port Airport Regulations and Policy Guidelines Memo – Sections 3.0, 3.1, 3.2 and 4.0

[http://pdxairportfutures.com/Documents/PDX\\_Airport\\_Ftrs\\_PrtRegMemo.pdf](http://pdxairportfutures.com/Documents/PDX_Airport_Ftrs_PrtRegMemo.pdf)

To the extent these items from the Airport Futures website are not in the record, we request that they be included.

3/23/2011



Thanks,

184521

Scott King | senior aviation planner  
[scott.king@portofportland.com](mailto:scott.king@portofportland.com)

**PORT OF PORTLAND**

7200 NE Airport Way | Portland OR 97218

(p) 503.415.6617 | (c) 503.799.6352 | (f) 503.548.5956

## **Port of Portland and Oregon DEQ Emissions Inventories**

The Port of Portland's Aviation Division has developed and maintains an inventory of all airport-related emissions sources. Sources include aircraft, ground service equipment, stationary sources, and surface transportation sources accessing the airport. The inventory estimates annual criteria pollutant and hazardous air pollutant emissions from these sources.

The Port provides inventory data to the Oregon Department of Environmental Quality (DEQ), who in turn uses the airport emission data to develop regional and statewide emissions inventories. DEQ uses these inventories to develop and regularly update State Implementation Plans (SIPs) for certain criteria pollutants. They also provide the inventories to the EPA who uses them for the National Air Toxics Assessment (NATA) performed every 3 years.

DEQ is in the process of implementing the Portland Air Toxics Solutions (PATS) program, which seeks to quantify not only emission totals, but also the impacts of hazardous air pollutant emissions on human health throughout the Portland metro area. DEQ has determined which geographic locations experience elevated health risks due to toxic air contaminants, as well as the sources most likely responsible for individual localized impacts. The PATS Advisory Committee, of which the Port is an active member, is in the process of developing strategies, both voluntary and regulatory, to reduce emissions from key sources in an effort to reduce the health risk for all residents of the region.

Monitoring for certain pollutants was performed early in the PATS project, and subsequent modeling has been performed to estimate health impacts now and in the future year 2017. Modeling takes into account emission source locations, topography, meteorology, and other factors. The emission inventory used for this project is comprehensive and includes all airport related sources. Port staff is involved in an ongoing process with DEQ to ensure that the data used in the inventory and resulting modeled air toxic concentration maps reflect data derived from the most current EPA and FAA emission models for airport sources.

The SIP, NATA, and PATS documents are all public documents that are readily available online, or by request to DEQ. Each of these documents includes or has incorporated airport emissions data.

## **Port's Existing and Ongoing Emission Reduction Strategies**

The Port's mission is to provide competitive cargo and passenger access to regional, national, and international markets while enhancing the region's quality of life. The movement of goods and people within the region results in emission of air pollutants and greenhouse gasses. The Port recognizes that in providing efficient cargo and air passenger access to national and global markets; it has a role in larger discussions about the effects of transportation-related air emissions, even though its direct contributions to air emissions are relatively small.

To understand and evaluate the air quality impacts of the Port's operations and impacts from other transportation sources related to Port facilities, the Port develops and maintains emissions inventories to:

- Assist the Port in complying with air quality permits and regulations;
- Update DEQ's emission inventory for General Conformity and other purposes;
- Identify and prioritize voluntary emission reduction and minimization opportunities;
- Develop and manage emission strategies and efforts to achieve Port goals; and
- Measure progress toward minimizing emissions.

In 2008 the Port became a Founding Member of The Climate Registry and annually reports greenhouse gas emissions from all Port owned sources and purchased electricity.

The Port has established its' commitment to air quality through the adoption of air quality goals, reduction of air emissions, promotion of renewable energy and energy efficiency and consideration of climate change impacts in operations and planning. The Port actively seeks opportunities for improving air quality in addition to what the law requires. Recognizing that the Port's ability to influence activities within its boundaries is sometimes limited, the Port seeks opportunities to improve air quality and implement climate change adaptation planning by:

- Continually seeking ways to minimize or reduce (where appropriate) emissions from Port-owned sources;
- Promoting renewable energy and energy efficiency measures;
- Continually seeking ways to minimize or reduce (where appropriate) emissions from Port-owned sources;
- Promoting renewable energy and energy efficiency measures;
- Providing incentives to Port employees to use transportation modes that minimize emissions;
- Encouraging and facilitating partnerships, education, and outreach to assist customers, tenants and other stakeholders in reducing emissions aviation related emission sources not under the Port's direct control;
- Supporting efforts by the International Civil Aviation Organization to set global standards to reduce emissions from aircraft;
- Incorporating considerations of climate change impacts into development plans;

- Establishing measures to help ensure compliance with regulatory requirements and air quality permits; and
- Evaluating and integrating adaptation measures as appropriate in its planning process.
- In 2010 the Port of Portland, along with Alaska Airlines, Port of Seattle, Boeing, Spokane International and Washington State University sponsored the Sustainable Aviation Fuels Northwest (SAFN) project. The project was created to conduct a comprehensive regional assessment of the challenges and opportunities associated with the development of sustainable aviation biofuel in the Northwest. A diverse group of regional stakeholders, representing aviation leaders, biofuel developers, growers, forest managers, federal, state and local governments, industry associations, environmental and conservation groups, universities and industries have been involved throughout the project. The workshops, data analysis, and ongoing working groups are contributing to a final report which is likely to be completed in May 2010.

A partial list of some of the emission reduction strategies implemented thus far includes:

- A Quick Pay System enables visitors leaving the short and long term parking structures to pay for their parking at conveniently located kiosks, prior to getting into their vehicles. This results in a quicker exit and reduces idling by 79% and saves approximately 2 tons of CO/year.
- A Parking Guidance System in the Short term parking structure (P1) guides drivers to open spaces, eliminating the slow hunt for an open space in a busy garage. In the summer of 2011 the same system will be installed this summer in the Long term parking garage (P2).
- The Airport parking lot shuttle buses run on compressed natural gas (CNG). This alternative fuel emits less particulates, carbon monoxide, nitrous oxide, and hydrocarbons than diesel fuel.
- Nike, Delta and the Port of Portland joined forces last year to install solar panels on the airport's canopy. The panels supply 100 percent of the Nike Store's needs. The solar panels can be viewed from the 7th floor of the parking garage, on the east edge of the glass canopy.
- The Port's new deicing system is currently installing solar panels that will provide and 35 kw of electricity and future large scale solar projects are under discussion.

- The Port's Cell Phone Waiting Lot enables visitors to reduce the amount of time vehicles spend idling or slowly circling the terminal. People can stop and park for free in the Cell Phone Waiting Lot until friends and family are ready to be picked up. Fewer idling cars help to reduce emissions, including carbon monoxide and toxic air contaminants, at the airport.
- The Port has adopted an Anti-idling program that includes signage at the Cell Phone Waiting lot and Ground Transportation Staging area in order to further reduce air emissions.
- Tri-met light rail access to the Airport enables nearly one million air passengers, as well as hundreds of airport employees, to access the Airport each year.
- 15 loading bridges at the Airport terminal currently have Pre-conditioned Air Units (PCA). These units heat/cool the aircraft using electricity from the grid, instead of running a jet fuel burning auxiliary engine onboard the aircraft. This reduces both local criteria pollutant and hazardous air pollutant emissions and regional greenhouse gas emissions. The Port is working with the Airlines to develop a program to expand the number of PCA units at PDX.
- Port Aviation Maintenance heavy equipment fleet operates on a biodiesel / Ultra-Low Sulfur Diesel-blend. ULSD and biodiesel reduce diesel particulate matter emissions between 10 and 13 percent.
- The Port vehicle pool has added a number of hybrid vehicles and will continue to do so as the existing fleet of conventional vehicles needs to be replaced.
- These inventories allow us to identify emission reduction opportunities and prioritize efforts. The Port has undertaken a number of energy efficiency projects and is now undertaking a carbon /energy-reduction project.
- The Port has developed a series of multi-use paths that tie into a network of regional paths and trails, making the airport readily accessible to bicyclists and pedestrians.
- In 2010 the Port increased its purchase of Certified Renewable Energy from 56% to 100%.
- In 2010 the Port Headquarters moved from downtown Portland into its new Headquarters building at the Airport. The building includes features that maximize day lighting, adjust electrical lighting based on occupancy and natural light, and use ground-source energy for heating and cooling. Two hundred pipes, 300 feet deep, are part of the closed loop HVAC system. Additional energy conservation goals are met through a

10,000 foot ecoroof and an Energy Star roof membrane. The HQ building is anticipated to be a Platinum LEED Certified building.

**Moore-Love, Karla**

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**From:** Brooks, Mindy (Planning)  
**Sent:** Wednesday, March 23, 2011 10:31 AM  
**To:** Moore-Love, Karla  
**Subject:** Airport Futures

**Attachments:** PDX\_AF\_Prjc\_Asmptns\_Cnclsns\_Rcmndtns.pdf

Karla - Please add this to the Public Record for Airport Futures.

Thank you



PDX\_AF\_Prjc\_As  
ptns\_Cnclsns\_Rc

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*Mindy Brooks  
Bureau of Planning & Sustainability  
503-823-7831  
mindy.brooks@portlandoregon.gov <<Attention Colleagues: Please note my new email address*

## AIRPORT FUTURES PROJECT ASSUMPTIONS, CONCLUSIONS, AND RECOMMENDATIONS – Revised 12/15/09

**NOTE:** Staff took the initial Project Assumptions, PAG Vote (and Minority Reports), and then added an Update consistent with the PAG's discussion and decisions. Finally, based on PAG input on 12/15/09 staff prepared key findings and PAG recommendations. Those recommendations and findings are included in the PAG Final Report.

<p><b>#1. High-Speed Rail: Will Airport Futures consider high-speed rail as a means to meet travel demand?</b></p>
<p>High-speed rail will be considered in the <b>Forecast, Follow-on Studies, and Alternatives</b> phases. In the <b>Forecast</b>, high-speed rail will be included on the list of Key Issues and Trends that will be used to inform the forecast process. Rail studies completed by the Oregon (2001 Rail Plan, 2003 Rail Capacity Study) and Washington (2007 LATS Phase II Technical Report) Departments of Transportation (DOT) will be used to develop an understanding of the ridership potential of such a system and the potential mode shift from aviation to rail (primarily for the Seattle, San Francisco and Los Angeles markets). Further, existing studies completed by Oregon and Washington DOTs (lead agencies on rail) will be used to understand the timeframe for such a system.</p> <p>The Regional Air Transportation Demand Task Force findings on high-speed rail and better intercity rail service will be reviewed by the PAG in the <b>Follow-On Studies</b>. Project staff completed some initial research on the state of development of high-speed rail in Europe and the U.S. and provided this to the PAG. Staff will continue to track this issue and share any updates with the PAG.</p> <p>In an effort to maintain flexibility and keep options open well into the planning horizon and beyond, Airport Futures will consider how and where PDX could connect to high-speed rail if such a system was developed in the <b>Alternatives</b>.</p> <p>Separate from this process, the Port will continue to work with the Oregon and Washington DOTs on regional transportation issues. The Port's primary focus is on freight movement.</p>
<p><b>PAG Vote:</b> 1=20, 2=4 (Ciarlo, Gilmour, Sallinger, Thompson), 3=1 (Bergman).</p>
<p><b>Minority Report (PAG Meeting Notes #4):</b> A recommendation to advocate for high-speed rail should be included in the PAG's final report. Planning for high-speed rail should occur now to avoid a crisis. High-speed rail will provide a supplemental system that does not rely on non-renewable fuels.</p>
<p><b>Update:</b> The Forecast considered high-speed rail as one of approximately 40 key issues and trends that could affect aviation demand in the future. Staff and the consultant team researched high-speed rail in the US and Europe and completed a sensitivity analysis to understand the reduction in aircraft passenger traffic that might occur with the introduction of high-speed rail and other transportation modes. Because the region has not yet defined a high-speed rail alignment, the issue of how and where high-speed rail would connect to the airport terminal was not defined in the Master Plan Alternatives Analysis.</p> <p>The Facility Planning criteria that were used to guide the development of the master plan</p>



include preserving flexibility, keeping options open and maximizing land use efficiencies. In particular, the criteria speak to the issue of multi-modal access and the adaptability of plans. As a whole, the criteria and the plan developed to reflect them, provide sufficient flexibility to accommodate a future connection to high-speed rail. Staff is closely following the national and regional discussion of high-speed rail and has identified high-speed rail as a future follow-on study.

## **#2. Move Military Off PDX: Will relocation of the military off PDX be considered?**

The Military will be considered in the **Forecast, Facility Requirements, Follow-on Studies, and Alternatives** phases. Their operations have only minimal impact on the forecasts, are not the tipping point for runway or taxiway requirements, and do not directly impact terminal requirements. A Military Siting Study was a Follow-on Study to the 2000 PDX Master Plan and will be reviewed during the **Follow-on Studies**.

The military location issue will be explored during the **Alternatives**. During this phase, Airport Futures will evaluate master plan alternatives and select a preferred alternative that represents the best long-term interest of the airport and the region it serves. If it is determined that the airport facility requirements cannot be met with the military continuing to occupy its current site or an alternative site at the airport, that issue will be identified and explored as part of the planning process. If F22s are proposed to be based at PDX or the military is relocated to another area of PDX, a National Environmental Policy Act (NEPA) review will be required. Environmental impacts, including noise and natural resources, associated with the proposed changes would be evaluated.

There is much uncertainty associated with the future of the military and the type of aircraft they may be operating. Those questions are unlikely to be resolved within the timeframe of this planning effort, and will be addressed by the federal government, Governor's office, and the Port Commission. In an effort to maintain flexibility and keep options open well into the planning horizon and beyond, Airport Futures will consider how and where PDX could accommodate the military needs, as staff currently understands them.

**PAG Vote:** 1=19, 2=0, 3=1 (Weigant).

**Minority Report (PAG Meeting #5A):** The military base at PDX is not viable from a cost benefit perspective and will likely be closed. The Port needs to do contingency planning should the military base be closed. While not responsible for a large number of operations or impacts on facilities, the military consumes a large number of acres at PDX, which could be used for other purposes. While F15s do not impact the noise contours, the noise is disruptive to residents. F22s are louder than F15s.

**Update:** Military operations were considered in the Forecast and, based on historical activity and future uncertainty, were held static at 6,000 annual operations for the planning period. The cost of relocating the military was an issue discussed in the testing of the 90<sup>th</sup> percentile forecast and decentralized terminal alternative. It was determined that the Centralized Terminal Alternative was the preferred alternative to meet the facility requirements defined for the 2035 planning period. The Centralized Alternative does not require the relocation of the military to an alternative site. The military confirmed that their existing campus could meet their long-term needs. The facility requirements analysis confirmed that all planning period requirements could

be met with the military continuing to occupy its current site.

**#3. Move Air Cargo to Another Airport: Will moving air cargo operations to another airport to provide more capacity at PDX be considered?**

Movement of cargo will be considered in the **Forecast, Facility Requirements, and Alternatives** phases.

In the **Forecast**, consideration will be given to whether market forces might add or shift cargo to other airports (leakage) within Oregon and Washington. The future level of air cargo activity at PDX is dependent on numerous other variables related to local and regional demand for goods (e.g., the future of air-dependent industries in the region, the cost of other transportation modes). Staff will also look to existing research to help inform the discussion of how air cargo is considered in the Key Issues and Trends of the forecast. The forecast data related to cargo will then be used to establish **Facility Requirements** and will be further examined in the **Alternatives**.

Air cargo activity is dependent to a great extent on national and international air traffic patterns and the availability of necessary air cargo infrastructure (not only aircraft ramp, taxiways and runways, but also good surface transportation connections). There are inherent operational reasons why the large cargo aircraft and small cargo feeder aircraft need to be co-located. Currently, there is no legal way to force cargo aircraft to other airports. While staff will not consider the forced relocation of existing cargo needs, in an effort to maintain flexibility and keep options open well into the planning horizon and beyond, Airport Futures will consider, in the **Alternatives**, how and where PDX could accommodate the cargo needs, as staff currently understand them. As new cargo operators approach PDX to start new service or expand existing service, the Port will continue to explore reasonable and permissible ways to reduce noise impacts.

There currently are weight-based landing fees for all commercial aircraft at PDX. Because of co-location requirements noted above, landing fees are unlikely to influence cargo traffic at PDX. Project staff will provide the PAG with new developments related to cargo as they arise. The Port will also continue to evaluate the expanded use of landing fees, lease rates and other tools that may help manage demand.

**PAG Vote:** 1=21, 2=0, 3=0

**Update:** The Forecast included a detailed look at air cargo demand and concluded that consolidation in the cargo industry, increasing use of consolidation points by freight forwarders, increased use of trucks to transport cargo to consolidation points and the increasing presence of integrated carriers were the dominate variables in future air cargo demand. In addition to co-location requirements (cargo feeder and long-haul aircraft), these factors make it unlikely that there will be a significant shift in cargo to other Oregon and Washington airports. The forecast of 3.3% growth for the planning period means that most if not all of the cargo activity projected to occur can be accommodated within the existing Airtrans Center area.

**#4. Building Replacement or Supplemental Airport: Will Airport Futures look at building a new airport at some other location?**



This issue will be considered in the **Forecast** and **Follow-on Studies** phases. Existing airports, PDX, and others in the Portland/Vancouver area and around the state have capacity to meet demand for the foreseeable future. In fact, numerous capacity enhancements are planned or under development at many of these existing airports (e.g., Hillsboro, Troutdale, Kelso/Long-View, Grove Field, Salem, Eugene, Redmond). A review of the Regional Air Transportation Demand Task Force findings will occur in the **Follow-on Studies**. While Airport Futures will not explore the development of a new airport (replacement or supplemental) within the region, it will consider the statewide airport systems for Oregon and Washington and strive to capture how that extended system of airports may influence aviation demand in the Key Issues and Trends discussion during the **Forecast**.

Beyond the Master Plan, Port staff will continue to coordinate with Oregon and Washington State Aviation Departments and other commercial airport operators to better understand and coordinate air service. Project staff will provide information to the PAG on facility and service developments at regional airports as they arise, including Connect Oregon funding and new service.

**PAG Vote:** 1=23, 2=1 (Stoecklin), 3=1 (Weigant).

**Minority Report (PAG Meeting #4):** While a replacement airport is not feasible, there should be additional analysis of how supplemental airports in a 60-mile radius could accommodate a portion of PDX traffic, reducing the growth of PDX traffic.

**Update:** Leakage to other regional airports was studied in the Forecast. The analysis concluded that while PDX would remain the primary commercial service airport in the region, by 2035, airline service and passenger traffic at other airports in Oregon will have sufficiently expanded to support their regional populations and economies. As a result, these communities will be less reliant on PDX in the future. The sensitivity analysis completed for the forecast suggested that, with assumed development of other regional facilities, as much as 8% of PDX passenger traffic could be leaked to other airports.

Port staff continues to coordinate with Oregon and Washington State Aviation Departments. Staff provided an update on Connect Oregon funding and new service at Newport and Astoria.

#### **#5. Shifting Traffic to Other Airports: Will Airport Futures consider shifting traffic to other airports?**

This issue will be discussed in the **Forecast**, **Follow-on Studies**, and **Alternatives** phases.

Existing and future service at other airports has been identified as part of the Key Issues and Trends that will receive further study in the **Forecast**. The Forecast will consider the degree to which market forces may result in shifting of traffic away from or bypassing PDX (leakage). This will include considering the potential shifting of general aviation (private planes) to other airports in the Portland/Vancouver metro area, as well as passengers and cargo shifting, to other commercial service airports within Oregon or Washington (e.g., Salem, Redmond, Eugene).

Forced shifting of traffic, whether general aviation private planes, or passenger and cargo, will not be considered because there is no current legal mechanism to accomplish this. The Regional Air Transportation Demand Task Force's review of, and updates on, this issue will be discussed in the **Follow-on Studies** and in the **Alternatives**.

Staff will track and report to the PAG, the development of concepts of demand management and congestion pricing as they develop at other airports, and report to the PAG as this process unfolds. Connect Oregon is one example of a government incentive program to increase capacity in other local areas. Staff will continue to monitor these investments and participate in state and regional discussions regarding system capacity.

**PAG Vote:** 1=23, 2=2 (Ciarlo, Weigant), 3=0

**Update:** The Forecast studied all eight commercial service airports in Oregon including analysis of number of passengers served and connecting flights to PDX. Currently PDX accounts for 87% of the passengers enplaned in the State. The analysis concluded that, while PDX would remain the primary commercial service airport in the region, by 2035, airline service and passenger traffic at other airports in Oregon will have sufficiently expanded to support their regional populations and economies. As a result, these communities will be less reliant on PDX in the future. The sensitivity analysis completed for the forecast suggested that, with assumed development of other regional facilities, as much as 8% of PDX passenger traffic could be leaked to other airports.

The Facility Requirements work examined the 2000 Master Plan, follow-on studies, and studies completed by Oregon and Washington state aviation departments. The Facility requirements technical memo indicated a shift in general aviation (GA) activity at PDX that was characterized by a decline in smaller piston-engine aircraft and an increase in business aviation (jet and turbo prop) activity. While the Port cannot prohibit smaller GA aircraft from using PDX, the general approach is to continue to invest in more suitable reliever airports to accommodate that segment of the GA market. The Facility Requirements technical memo identified the need for additional land for GA consistent with the potential need to relocate the current GA campus to accommodate future passenger facilities and demand in the business aviation segment of GA.

Port staff continues to coordinate with Oregon and Washington State Aviation Departments.

**PAG RECOMMENDATION:** The Port should continue to coordinate with the Oregon and Washington State Aviation Departments to better understand PDX's role and the role of Port reliever airports in the larger system of airports serving the needs of the region. Consistent with that effort, the Port should partner with Oregon, Washington, and the FAA to continually seek improvement of regional airports consistent with state airport system plans.

#### **#6. Possible 3rd Parallel Runway: Will Airport Futures consider the third parallel runway?**

This issue will be considered in the **Forecast, Facility Requirements, Follow-on Studies, Alternatives, City Land Use Plan**, and the **Adoption** phases. Current projections, post 9-11, indicate that the need for a third parallel runway (500,000 annual takeoffs and landings) is well outside of the current 25-year planning horizon.

The 2000 Master Plan and subsequent studies, including the work of the Regional Air Transportation Demand Task Force, examined the need for additional airfield capacity. All agreements defining this planning process propose beginning it where the 2000 Master Plan ended. As a result, its review and the **Follow-on Studies** are a key component and essential step that must be taken before moving forward.



In the summer of 2007, the Port made a commitment to the Portland City Council not to include a request for a third parallel runway in the City's land use plan being developed through Airport Futures. Before development of a third runway, a) a National Environmental Policy Act (NEPA) review of the new runway would be required, b) City Council would be asked to approve this land use action, and c) funding for the project would need to be identified. While no near term approval of the third runway would be requested of Council, the Port indicated that the updated PDX master plan would likely include the third runway in the Airport Layout Plan (ALP), just as it is in the 2000 PDX Master Plan. It is prudent to develop long-range plans, which give some consideration to where it might go, if and when, it is needed. (Source: June 12, 2007 Bill Wyatt letter to City Council)

Staff will track and report to the PAG, the development of concepts of demand management and congestion pricing at other airports, and report to the PAG as this process unfolds.

As with high-speed rail, a third runway is likely beyond the current planning period, and, based on demand (influenced by rail development, development of new service at other area airports, etc.) will be a subject for further evaluation in subsequent master plans, which traditionally happen every 7 to 10 years. The fact that the third parallel runway may be shown on the ALP does not mean the Port intends to construct it any time soon, if ever. It simply means it has reserved an appropriate amount of land in case the need materializes. The ALP will be discussed in the **Alternatives** phase.

The ALP is required by the FAA. Acceptance of the ALP by the FAA "does not in any way constitute a commitment on the part of the United States to participate in any development depicted therein, nor does it indicate that the proposed development is environmentally acceptable in accordance with appropriate public laws." It is unknown how the ALP will relate to the City's land use plan because this is the first time the Port has undertaken a legislative land use process with the City. The ALP will be included in the materials submitted to the City. While the Port will not request approval for a third runway, there will be a planning-level review of the impacts of a potential third runway, including noise, natural resources, and surface transportation, if it is built. The **City Land Use Plan** will detail a land use review process, identifying projects, which would be permitted outright, and those that would require additional review.

The **Forecast** will produce a projection of operations, which will be considered in the **Facility Requirements** and **Alternatives** phases. In the **Adoption** phases, as well as earlier reporting points, the Planning Commission and Portland City Council will be briefed on the community and environmental concerns related to a third runway.

**PAG Vote:** 1=20, 2=0, 3=0

**Update:** The Forecast and Facility Requirements work confirmed that the need for a 3<sup>rd</sup> parallel runway was beyond the planning period ending in 2035. The Facility Requirements concluded that the existing airfield, operated consistently with today's restrictions, was adequate to meet the needs defined in the 50<sup>th</sup> percentile forecast with minimal delay.

Consideration of the 3<sup>rd</sup> parallel runway was a central issue in the PAG's midterm process review and approval of the 10-step process for moving forward with the planning process. The 10-step process outlined the PAG's continued commitment to considering the implications of the 90<sup>th</sup> percentile forecast as a means of testing the ability of emerging plans to be sufficiently flexible in responding to the uncertainties of future growth and changes in technology. The

testing of the 90<sup>th</sup> percentile forecast included the need for a 3<sup>rd</sup> parallel runway and enabled PAG to understand how issues related to noise, height, traffic and natural resources were the same or different under higher growth assumptions. Further, the 10-step process and testing of a range possible growth gave the PAG a means to continue to apply the good work done in the forecast phase to subsequent facility requirement, alternatives analysis and adoptions phases of the project.

Consistent with prior commitments, the City Land Use plan will prohibit the 3<sup>rd</sup> runway within the plan district. Further study of the 3<sup>rd</sup> parallel runway would be triggered by approximately 400,000 annual operations (2008 – 265,000 annual operations), a new master plan and will require both a City legislative process and NEPA.

**#7. City Council Consideration of 3rd Parallel Runway in Land Use Plan: Will the Portland City Council consider approval to construct a third parallel runway in the City's 2010 land use plan for PDX?**

As noted in item #6, the Port will not be requesting City Council approval of a third runway. However, in the **Adoption** phase, as well as earlier reporting points, the Planning Commission and Portland City Council will be briefed on the community and environmental concerns related to a third runway.

**PAG Vote:** 1=23, 2=2 (Bergman, Weigant), 3=0

**Update:** Consistent with prior commitments, the City Land Use plan will prohibit the 3<sup>rd</sup> runway within the plan district. Further study of a 3rd parallel runway would be triggered by approximately 400,000 annual operations (2008 – 265,000 annual operations), a new master plan and will require both a City legislative process and NEPA.

**#8. Terminal Alternatives Other Than Centralized and Decentralized: Will Airport Futures consider alternatives other than the Decentralized and Centralized alternatives that came out of the 2000 PDX Master Plan Update?**

This issue will be discussed in the **Forecast, Facility Requirements, Alternatives, and City Land Use Plan** phases.

In the 2000 PDX Master Plan, numerous alternatives were evaluated and two alternatives (Centralized and Decentralized) were identified for further study. The intergovernmental agreements defining the Airport Futures planning process proposed beginning where the 2000 Master Plan ended. As such, the **Alternatives** and the **City Land Use Plan** will begin with the Decentralized and Centralized options. The analysis will consider these alternatives in light of new information developed in the **Forecast** and **Facility Requirements**, and changes within the aviation industry. A thorough analysis of each alternative's strengths and weaknesses will be completed, including a sustainability evaluation of each alternative. Dependent on that analysis, other potential facility, and site configurations, may need to be explored by staff and the PAG. A no-build alternative will be included in this analysis.

**PAG Vote:** 1=25, 2=0, 3=0



**Update:** Both the Centralized and Decentralized terminal concepts included in the 2000 Master Plan were evaluated in light of the Forecast and Facility Requirements work. The Master Plan Alternatives Subcommittee did a thorough review of the strengths and weaknesses of the two alternatives. The analysis demonstrated that the Centralized Terminal Alternative could reasonably meet higher (90<sup>th</sup> percentile) growth requirements, provide sufficient flexibility for creative and sustainable solutions, provide a reasonable level of service even at higher growth, could be effectively phased and built and was more sustainable than the decentralized alternative. The analysis of alternatives considered numerous other alternatives including, a no-build option, in an effort to insure we had considered all potential options before focusing our efforts on the Centralized Terminal Concept. The PAG concluded that the planning team had completed sufficient analysis to proceed with planning for the Centralized Terminal Concept and that there was no additional need to test the Decentralized concept at this time.

**#9. NEPA Review: PDX Master Plan: Will there be a National Environmental Policy Act (NEPA) analysis of the PDX Master Plan?**

As outlined in the City-Port Intergovernmental Agreement, there will be an environmental screening of all projects recommended in Airport Futures using the NEPA checklist criteria. That screening will not be a substitute for a full NEPA analysis required for the implementation of any resulting projects. The timing for such projects will be demand-based and triggered by specific metrics. This NEPA environmental screening, along with a sustainability evaluation, will occur as part of the **Alternatives** and the **City Land Use Plan** phases (and capital planning included in this phase). Master Plans, by themselves, do not require a NEPA analysis, unless federally funded, and there is no federal funding in this process.

**PAG Vote:** 1=21, 2=0, 3=0

**Update:** Sustainability, including its framing within the PAG's Vision and Values, guiding principles and facility planning criteria, has been considered throughout the planning process. The Port and City used the Airport Futures process to review many NEPA criteria in evaluating the social, environmental, and economic aspects of the emerging facilities plans. The result is that major projects envisioned at the outset of the planning process (decentralized terminal, 3<sup>rd</sup> parallel runway) are not included on the list of facilities identified for the planning period (2010 – 2035). The most significant facilities needed within the planning period include additional public parking and a grade separated interchange at 82<sup>nd</sup> and Airport Way but nothing on the scale of a new runway or decentralized terminal. The PAG concluded that the appropriate level of environmental screening was completed for the Master Plan, that reasonable alternatives were considered and that planning decisions have reflected environmental values (vision & values, sustainability criteria). The Port will continue to screen future projects for environmental issues and comply with NEPA as required.

**#10. Air Quality: Will air quality be considered as part of Airport Futures?**

Air quality will be considered as part of the **Alternatives**, **City Land Use Plan**, and **Follow-On Studies** phases. Consistent with the commitment to complete an environmental screening and evaluate the relative sustainability of different alternatives, Airport Futures will consider the probable effects of the alternatives on airport efficiency and the resulting emissions. The creation of a new air quality standard is not within the scope of Airport Futures.

If desired by the PAG, staff could request an air quality presentation by DEQ, Port/City environmental staff, and/or other environmental interests. Many of these experts are on the project Technical Advisory Pool (TAP) for this purpose.

**PAG Vote:** 1=25, 2=0, 3=0

**Update:** Air quality, particularly emissions from taxiing aircraft, vehicle access to the terminal and parking facilities were a consideration in the comparison of the centralized and decentralized terminal options, the decision to proceed with the analysis of the Centralized Alternative, and the application of the facility planning criteria in the alternatives analysis. Because the decentralized terminal alternative was abandoned based on a higher level analysis, and because PDX has chosen to keep multiple options open for parking, rental cars and other projects, an environmental screening of "alternatives" in terms of air quality impacts was no longer needed for purposes of Airport Futures.

**#11. Climate Change: Will Airport Futures consider climate change?**

Climate change issues will be considered in the **Forecast, Alternatives, and City Land Use Plan** phases. The impact of climate change on future aviation demand will be considered in the **Forecast**, as one of the Key Issues and Trends that will receive specific consideration. To the extent climate change may result in programs to limit greenhouse gases (which affect the price of fuel, the price of air transportation, and the number of persons traveling by air), staff will attempt to capture those concerns. During the **Alternatives and City Land Use Plan** discussions, staff will evaluate alternatives relative to sustainability principles, which include climate change issues. Sustainability is one of the major goals of this planning process.

Minimizing emissions of greenhouse gases, in design and operational policies, while meeting demand is an ongoing focus of the Port. Currently, there is no plan to reduce demand at PDX through mandatory taxes or fees. The Forecast will include the impacts of a carbon tax on passenger and cargo demand. Staff will monitor international, national, regional, and state policy on climate change and report back to the PAG.

**PAG Vote:** 1=25, 2=0, 3=0

**Update:** Climate change was identified as a key issue in the Forecast. In fact, climate change dominated much of the discussion at the Forecast Subcommittee.

The subject of climate change was addressed in a variety of ways including the inclusion of potential future carbon costs as an independent variable in the forecast yield equations. This required research of European Union emissions trading schemes and private companies offering voluntary carbon offsets in order to establish a basis for estimating costs associated with a possible future U.S. carbon-trading program. Further, the Forecast looked at the related subject of oil price forecasts by completing extensive research on records from DOE, International Energy Agency, World Bank commodity forecasts and private industry. Further, a sensitivity analysis was completed to understand the potential impact of alternative fuels and high-speed rail.

The facility planning criteria, developed to apply the work of the Vision and Values and Sustainability Guiding principles to the facility planning exercise, focused efforts on redevelopment, compact facilities, maximizing the utility of existing facilities and multi-modal access. The facility planning criteria were specifically intended to insure that sustainability and climate change were considered as an integral part of the facility planning process from beginning to end.



Staff continues to track international, national, state, and local policy on climate change and held a special information meeting where the City presented the draft Climate Action Plan. That plan and the desire of the PAG to recognize it was incorporated into the Sustainability Guiding Principles.

**#12. Emissions from Jet Aircraft: Will Airport Futures consider emissions from jet aircraft?**

Jet aircraft emissions will be considered during the **Alternatives** and **City Land Use Plan** phases. Emissions associated with each alternative will be evaluated against the sustainability framework and considered in the PAG recommendations. Airport Futures will explore a process for evaluating the effects of the alternatives (and sub-alternatives) on airport efficiency, including aircraft movement and how those changes in efficiency may affect emissions.

As noted above, minimizing emissions in design and operational policies while meeting demand is an ongoing focus of the Port. The creation of new emissions standards for jet aircraft engines is outside the scope of Airport Futures. However, the Port will continue to support research on jet emissions and report to the PAG.

**PAG Vote:** 1=24, 2=1 (Bergman), 3=0

**Update:** The efficiency of the airfield was evaluated in the Capacity Enhancement follow-on studies. The two Capacity Enhancement Studies were central to the evaluation of the airfield completed in the facility requirements technical memo and based on the Airport Futures Forecast. The discussion of pros and cons associated with the centralized and decentralized terminal alternatives considered ground travel times, runway crossings and runway use. Consistent with the follow-on studies the centralized alternative was generally determined to be more efficient (taxi-distances, runway crossings, etc.) than the decentralized. Reduced taxi-distances and minimal aircraft delay translate into reduced aircraft emissions.

Emissions from all sources were discussed at length by the Airport Futures Sustainability Subcommittee and were the subject of a PAG presentation by Port Environmental staff. Emissions as they are related to energy efficiency, climate change, and pollution are addressed in the draft sustainability guiding principles, draft sustainability goals, and facility planning criteria.

**#13. Noise Impacts: Will Airport Futures consider aircraft noise impacts from aircraft?**

This issue will be addressed in the **Follow-on Studies, Alternatives, and City Land Use Plan** phases.

There will be a PAG briefing on noise in the **Follow-on Studies**, including an overview of federal, state, and local noise regulations and metrics, an overview of and update on the Part 150 Study, Cargo Study, current and future noise contours, and an update on implementation actions associated with these studies. An overview of the work of the PDX Citizen Noise Advisory Committee, a multi-jurisdictional noise committee, will also be provided to the PAG.

To the extent that additional noise analysis is needed to fill significant gaps in the 2007 PDX Noise Plan Update (Part 150 Study), that information will be provided during the **Alternatives**

and the **City Land Use Plan** discussions. This could include changes in the aircraft fleet mix (fewer or more of a noisy or quiet aircraft) or numbers of flights when compared with the data in the 2007 noise plan. Implementation of the three-year Part 150 Study and Regional Cargo Feeder Study is ongoing and should be compatible with Airport Futures planning. The boundaries and provisions of the City's noise overlay zone also will be evaluated along with the current and potential noise regulations related to PDX.

A recommendation for an ongoing PDX Community Advisory Committee will be developed as part of the **City Land Use Plan** and **Adoption**. This will accompany the regulatory and policy amendments and intergovernmental agreements that will be included as part of the **City Land Use Plan**.

**PAG Vote:** 1=32, 2=2 (Bergman, Sloan), 3=0

**Update:** Port and City staff provided a Special Information Meeting on aircraft noise and provided the PAG with an overview on airport noise including the regulatory framework, how noise is measured, FAR Part 150 Airport Noise Compatibility Planning, existing noise contours and possible implications for the City's Noise Overlay. The Noise Overlay was the subject of numerous PAG and Land Use and Transportation Subcommittee meetings.

The Airport Futures aviation consultant Jacobs Consultancy completed extensive noise analysis including new noise contours for 2008 and multiple future case scenarios (duel stream and triple stream (3 parallel runways) operations at 90<sup>th</sup> Percentile Forecast levels of activity). In addition, Jacobs Consultancy developed a number of supplemental noise metrics including Time Above and Number Above contours for multiple future scenarios.

#### **#14. Nighttime Curfew: Is a nighttime curfew a realistic option to address noise impacts?**

Detailed operations forecasts will be undertaken in the **Forecast** phase and will be used to inform the **Facility Requirements** and **Alternatives Analysis** phases. This issue will be discussed in the **Follow-on Studies** phase.

The Airport Noise and Capacity Act passed by Congress in 1990 prohibited creation of new curfews for airports without approval of a Part 161 Study. This prohibition was in exchange for a phasing out of older, noisier (Stage 2) aircraft by airlines. Airports with existing curfews were grandfathered. Only a handful of airports have attempted a Part 161 study and no airports have received final FAA approval.

A Part 161 Study is not contemplated in this planning process. Staff will track the Part 161 processes currently underway at other airports and will report to the PAG on a periodic basis. Current federal law and FAA regulations make it unrealistic to undertake a Part 161 curfew study at this time because the time required to complete it is well beyond the Airport Futures timeframe.

As new cargo feeder operators approach PDX to start new service or expand existing service, especially at late night/early morning operations, the Port will continue to explore reasonable and permissible ways to reduce noise impacts. In the **Follow-on Studies**, staff will review the Regional Cargo Feeder Study recommendations related to nighttime operations.

**PAG Vote:** 1=25, 2=0, 3=0



**Update:** The Part 150 and subsequent Regional Cargo Feeder Study were both discussed in the context of the noise overview presentation to PAG, noise analysis completed by Jacobs Consultancy and the City's noise overlay options.

**#15. Water Quality: Will water quality be considered as part of Airport Futures?**

Water quality impacts associated with each alternative will be evaluated against the sustainability framework and considered in the PAG recommendations in the **Alternatives** and **City Land Use Plan** phases.

**PAG Vote:** 1=25, 2=0, 3=0

**Update:** The amount of impervious surface was a consideration in the discussion of pros and cons associated with the centralized and decentralized terminal alternatives. The centralized alternative was found to have less impervious surface, and therefore, was considered better than the decentralized alternative in terms of stormwater management/water quality. The Strategic Environmental Analysis follow-on study was discussed as part of the mid-term process review and the decision to begin the planning analysis with the Centralized Alternative. An executive summary of the Strategic Environmental Analysis, including an analysis of water quality, was provided to the Master Plan Alternatives Subcommittee and PAG as supporting documentation to the mid-term process review and decisions for moving forward.

Stormwater management was a subject area for the City/Port Natural Resources Working Group and the Land Use Transportation Subcommittee. The Port's relationship to the City's Stormwater Management Manual was discussed and it was concluded that the existing regulatory framework balances the stormwater management goals of the City with the wildlife management goals of the airport.

Water quality is a goal proposed to be tracked by the PDX Community Advisory Committee.

**#16. Deicing: Will deicing issues be considered as part of Airport Futures?**

The Port is currently working on enhancements to the existing deicing system. Briefings on that project and the impact of deicing will be provided to the PAG to keep them informed of progress toward a deicing "solution." How that system may be developed to serve a centralized or decentralized alternative will be considered during the **Facilities Requirement** and **Alternatives** phases.

**PAG Vote:** 1=25, 2=0, 3=0

**Update:** Information on PDX's deicing program, including its history and planned enhancements was presented to the PAG by Port environmental staff. In addition, the subject of deicing is covered in the Inventory of Existing Conditions and Facility Requirements Technical Memos. Because it is the subject of a current PDX project, information on proposed deicing program enhancements has been included at all of the Airport Futures open house events. Most of the airport deicing requirements will be satisfied by the existing system and proposed enhancements. Incremental additions to the system may be required over time to address the need for additional aircraft parking ramp or changes in operations but no major new facilities are included in the plan.

<p><b>#17. Neighborhood Improvements Not Related to PDX Impacts: Will neighborhood improvements, not related to PDX impacts, be considered in Airport Futures?</b></p>
<p>Neighborhood improvements and protection of nearby natural resources will be explored in the <b>City Land Use Plan</b> phase. Impacts associated with airport development will require mitigation. The <b>City Land Use Plan</b> will evaluate the impacts of proposed development and require mitigation that is proportional to the impacts while meeting any legal requirements. Desired neighborhood improvements (e.g., improving streets, installing sidewalks), not directly associated with airport impacts and infrastructure deficiencies, may be identified as part of the <b>City Land Use Plan</b> along with possible funding sources.</p>
<p><b>PAG Vote:</b> 1=25, 2=0, 3=0</p>
<p><b>Update:</b> The City's Land Use Plan identifies needs for infrastructure improvements to connect the airport industrial area with the neighborhoods to the south, both in terms of trails, crossings, and overall improved safety. Improvements directly associated with airport development were identified in the transportation impact analysis and the natural resources program update. Details of the mitigation are included in the Transportation Impact Analysis and the City-Port Intergovernmental Agreement.</p>
<p><b>#18. Economic Development Areas Adjacent to PDX: Will an economic development plan for areas adjacent to PDX be considered?</b></p>
<p>An economic development analysis of and potential actions in the industrial and employment areas around the airport (including the Columbia South Shore) will be discussed in the <b>City Land Use Plan</b> phase. This analysis will include an assessment of current airport-related and airport-dependent uses, an assessment of ownership patterns and land supply, identification of current constraints in terms of infrastructure and facilities, and anticipation of future demand for airport-related industrial uses around the airport. This analysis will be closely coordinated with the City's anticipated Columbia Corridor environmental scoping effort, the Comprehensive Plan Update, and the Portland Development Commission's Economic Development Strategy update. It is intended to provide a better understanding of economic development issues around the airport. Any resulting recommendations will need to be balanced with the project's sustainability goals.</p>
<p><b>PAG Vote:</b> 1=19, 2=5 (Bergman, Ciarlo, Gilmour, Sallinger, Sloan), 3=1 (Weigant).</p>
<p><b>Minority Report:</b> In its planning, the region needs to shift from a growth paradigm (including economic development) to a sustainability paradigm. In a mobile society, jobs are not reserved for local residents. As a result, economic development or job creation drives the population and the economy, both of which are driver of air travel projections. Economic development should be considered in the <b>Forecast</b> and <b>Alternatives</b> so policy makers can understand the implications of such economic development strategies on population size (and related air travel impacts) and can consider different population sizes as options in their decision-making.</p>
<p><b>Update:</b> An Economic Development Inventory of the area surrounding the airport was completed and presented to the PAG. The inventory assessed current and prospective business needs and evaluated the strengths, opportunities, weaknesses, and threats associated with future development in the airport area.</p>



**#19. Moving or Piping the Columbia Slough: Will Airport Futures consider moving or piping the Columbia Slough to make way for a third runway?**

Any impacts on the Columbia Slough will be considered in the **Follow-on Studies, Facility Requirements, Alternatives, and City Land Use Plan** phases. Avoiding, Minimizing, and Mitigating impacts to the Slough is a priority. Environmental impacts associated with each alternative will be evaluated against the sustainability framework and considered in the PAG recommendations. In keeping with its environmental policy, the Port will continue to integrate environmental considerations in planning and development. While there are no plans to move or pipe the slough, this process will provide a forum to understand how Port development at PDX will intersect with the City's efforts to protect wildlife and wildlife habitat in the Slough.

As desired by the PAG, staff can schedule a presentation on the PDX Wildlife Management Program.

**PAG Vote:** 1=20, 2=1 (Bergman), 3=0

**Update:** The Strategic Environmental Analysis follow-on study was discussed as part of the mid-term process review and resulted in the decision to begin the planning analysis with the Centralized Alternative. An executive summary of the Strategic Environmental Analysis, including an analysis of natural resources (including the Columbia Slough) was provided to the Master Plan Alternatives Subcommittee and PAG as supporting documentation to the mid-term process review and decisions for moving forward.

The 50<sup>th</sup> percentile forecast and subsequent facility requirements did not identify facility needs that required exploration of any alternatives to move or pipe the Slough. The Airport Futures aviation consultant Jacobs Consultancy has completed a preliminary assessment for a potential 3rd runway and concluded that a shorter runway (8,500 instead of 12,000 feet) satisfies future demand while not impacting the Slough directly.

**#20. FAA Compelling Capacity: Can the Federal Aviation Administration (FAA) compel PDX to add capacity to the runways, terminal building, or roadways?**

The FAA cannot compel PDX to add capacity. That is the prerogative of the local airport operator. At PDX, capacity is added when we run out of it in some area, or when we foresee that we will run out of it, generally in the near term. Due to the high costs of facilities, we focus on capacity preservation wherever we can. Capacity preservation approaches will be discussed in the **Facility Requirements, Follow-on Studies, and Alternatives** phases.

**PAG Vote:** 1=20, 2=0, 3=0

**Update:** The idea of capacity preservation has been a key focus in the facility requirements and alternatives analysis. A number of follow-on studies, including the Airport Capacity Enhancement Plan and Regional Air Transportation Demand Task Force Report, were reviewed and discussed by the Master Plan/Sustainability Subcommittees and PAG when they considered how to apply sustainability in Airport Futures. What has emerged from the initial Vision and Values is a set of Sustainability Guiding Principles and Facility Planning Criteria that helped staff to craft a plan that preserves future flexibility, maximizes operational efficiencies, maximizes land use efficiencies, and effectively phases future improvements. Concepts such

as common use ticket counters and hold rooms, increased utilization of aircraft gates, reuse of the commercial roadway, and, at a broader level, the emergence of the Centralized Terminal Concept, all point to a plan that prioritizes capacity preservation and maximizing the utility of existing facility investments.

**#21. Wildlife: Will Airport Futures consider the impacts of future Port development on wildlife habitat?**

In keeping with its environmental policy, the Port will continue to integrate environmental considerations in planning and development. Airport Futures will consider the impacts of future PDX development on wildlife and natural resources in the **Follow-on Studies**. Avoiding, minimizing, and mitigating impacts will also be discussed in the **Facilities Requirements, Alternatives, and City Land Use Plan**. Wildlife impacts associated with each alternative will be evaluated against the sustainability framework and considered in the PAG recommendations. The existing PDX Wildlife Management Plan and applicable city, state and federal regulations will serve as a guide. This sustainability framework to be used to evaluate the **Alternatives and City Land Use Plan** are based on the Airport Futures Vision and Values. This process will provide a forum to understand how Port development at PDX will intersect with the City's efforts to protect wildlife and wildlife habitat.

**PAG Vote:** 1-19, 2=2 (Bergman, Ciarlo), 3=0

**Update:** The Strategic Environmental Analysis follow-on study was discussed as part of the mid-term process review and resulted in the decision to begin the planning analysis with the Centralized Alternative. An executive summary of the Strategic Environmental Analysis, including an analysis of natural resources, was provided to the Master Plan Subcommittee and PAG as supporting documentation to the mid-term process review and decisions for moving forward.

The Alternatives Analysis exercise was guided by a set of Facility Planning Criteria derived from the PAG Vision and Values and Sustainability Guiding Principles. The Criteria emphasize minimizing impacts to natural resources, air quality, water quality and greenhouse gas emissions.

An overview of the PDX Wildlife Management Program was presented to the PAG as was a summary of state, federal and local requirements related to natural resources (including wildlife habitat). The Wildlife Management Plan, city, state, and federal regulations provided guidance for the Natural Resources Inventory and the Environmental, Social, Economic and Energy analysis completed for the airport and surrounding study area. The City and Port formed a Natural Resources Working Group that reported to the Land Use and Transportation Subcommittee and PAG throughout the process.

The findings of the Forecast, Existing Conditions Inventory, and Facility Requirements in combination with the Sustainability Guiding Principles and Facility Planning Criteria have led to an understanding that the 3<sup>rd</sup> runway is not needed within the planning period and that the Centralized Terminal Concept is the more sustainability direction for future airport growth. This conclusion has enabled staff, consultants and the PAG to focus more on specific issues and opportunities related to wildlife management.

Finally, the City-Port Natural Resources Working Group developed a Natural Resources



Management Plan that balances the Wildlife Hazard Management Plan with City wildlife goals and objectives. Specific policies and actions are included to allow modification of habitat that is considered hazardous in exchange for enhancing habitat where no hazards exist.

**#22. Technology Changes: Will Airport Futures consider the impacts of technology changes?**

Aviation technological changes are being tracked by Port staff on an ongoing basis and will be shared with the PAG, as relevant. This will be evaluated in the **Facility Requirements** and **Alternatives** phases.

**PAG Vote:** 1=20, 2=0, 3=1 (Bergman).

**Minority Report (PAG Meeting #5A):** Not provided.

**Update:** Technology changes were explored in the Facility Requirements Technical Memorandum and were the subject of numerous discussions at Subcommittee and PAG meetings. Potential future technology changes were of particular importance to assessments of airfield capacity, passenger processing (ticketing, baggage check), security checkpoints and possible reuse of the existing ticket lobby and existing rental car counters. The Alternatives Analysis considered a range of alternatives that incorporate new and emerging technologies and the plan in general is designed to provide adaptability to take advantage of technological advances.

**Moore-Love, Karla****From:** Sally Beck [seagalsgold@hotmail.com]**Sent:** Wednesday, March 23, 2011 10:27 AM**To:** Moore-Love, Karla**Subject:** Airport Futures Testimony-please distribute to council members

184521

My name is Ronald Beck. I own property in the East Columbia Neighborhood. I would like to cite 5 reasons why I feel that our neighborhood should be de-coupled from the Airport Futures plan:

1) Land use issues dating back 20 years have not yet been resolved. Specifically, a conditional use permit for the Merritt industrial park (now the Freightliner truck/trailer farm) to the south of, and bordering the newly designated e zones has not been satisfied, resulting in excessive and polluted runoff onto neighboring properties. According to the conditional use permit there was supposed to be a mitigated wetland with a weir structure, vegetative border, a 50 foot easement, and a ditch to channel water into the major drainage ditch that currently runs along N.E. 13th Ave. The mitigation was never done. Also it was stated in the same conditional use permit that there was to be no ponding on adjacent properties. This is also in violation. Numerous complaints over several years to "compliance" have not addressed this and it has not been resolved.

@) When the new E zone lines were drawn last May (2010) they were done very hastily with NO ground truthing. As neighbors complained, Jay Sugnut and Mindy Brooks offered to walk the properties of several neighbors and then told the owners that the E zone lines would be pushed back in some instances, while on other properties (mostly on NE Levee Rd) the landowners were told that the lines would be pushed back but in reality never were.

3) When planning staff were asked NUMEROUS times, especially in the informational meetings ed by Jay Sugnut and Mindy Brooks, what resources are to be protected, no answer was ever given. The only resource ever cited was bats on the Columbia Edgewater Golf Course. No scientific explanations were given to show the presence of the bats, nor their habitat defined.

4) The East Columbia Neighborhood and the Columbia Corridor Association have worked together during this process and a precedent was set when the industrial component was de-coupled from Airport Futures. We as landowners, are part of the COlumbia Corridor Association and have numerous common problems, and interests.

5) As alluded to before, the new E zone lines are extremely arbitrary and not well thought out. In many areas protected zones pass directly through houses or engulf other structures. We own the property at 9009 N.E. Levee Road, it is nearly 7 acres. A line is drawn exactly on our property line designating a wetland. The property is an approximate rectangle, and the wetland boundary is exactly the same. We have no standing water, wetland vegetation, while a property of several acres very near to ours to the north has standing water 12 months out of the year and a large stand of tress down the middle. By the new E overlay standards it is not only is not designated to be a wetland, but is entirely buildable (as per Mindy Brooks, planning & sustainability). Directly to the south, the mitigated wetland, which was never mitigated, has been determined to be buildable right up to our property line.

For these and many more reasons, I would respectfully request that our portion of the Airport Futures plan be de-coupled. I feel there are too many unresolved issues, problematic boundaries, and lack of a true understanding of the neighborhood and it's issues to go forward at this time.

Thank you

Ron Beck  
2612 NE 15th Avenue  
Portland Oregon 97212

3/23/2011



Submitted by  
Sally and Ron Beck

AUDITOR 03/22/11 PM12:04

OCTOBER 10, 2010

184521

**WE THE UNDERSIGNED RESIDENTS LIVING IN THE  
EAST COLUMBIA NEIGHBORHOOD ARE NOT SATISFIED  
BEING COUPLED TO THE PORT OF PORTLAND  
"AIRPORT FUTURES". OUR NEIGHBORHOOD HAS BEEN  
SPLIT IN TWO (HALF IN PLAN-HALF NOT INCLUDED)  
AND NOT GIVEN THE APPROPRIATE TIME TO ASSESS  
THE FULL IMPACT OF THIS PLAN AND ITS LONG TERM  
IMPACT ON OUR LANDS AND NEIGHBORHOOD. WE  
WANT TO BE DECOUPLED AND GIVEN THE TIME TO  
ASSESS OUR HABITAT, RESOURCES AND THE IMPACTS  
OF THE PROPOSED ZONING ADDITIONS.**

NAME	ADDRESS	EMAIL	DATE
Paul S. Miller	1616 N.E. GERTZ RD		10-10-10
Sharon M. Spiller	1616 NE GERTZ RD		10-10-10
Julia A. Delcher	1727 NE Blue Heron Dr		10/10/10
Robert A. Pollock	1735 NE Blue Heron Dr		10/10/10
Paul S. Miller	1742 NE Blue Heron Dr		10/10/10
William Booth	1749 NE Blue Heron Dr		10-10-10
John W. ...	1815 NE BLUE HERON DR		10-10-10
Jason Chung	1917 NE Blue Heron Dr.		10-10-10
Theresa L. ...	2005 N.E. Blue Heron		11-10-10
John ...	2015 NE Blue Heron		10-10-10
Karen K. ...	2018 NE Blue Heron		10-10-10
John ...	2027 NE BLUE HERON DR		10-10-10
Paula ...	2050 NE Edgewater		10-10-10
John ...	2044 NE Edgewater		10-10-10
Sally ...	1742 NE Blue Heron Ct		10-10-10

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WANT TO BE DECOUPLED AND GIVEN THE TIME TO  
ASSESS OUR HABITAT, RESOURCES AND THE IMPACTS  
OF THE PROPOSED ZONING ADDITIONS.**

NAME	ADDRESS	EMAIL	DATE
<i>Mr. Paul</i> Ron Beck	9009 N.E. Levee Rd		10-11-10
Judy Zimmer	9114 N.E. Levee Rd	jannjude@comcast.net	10/11/10
W. E. E. E. E.	1630 NE Gertz Rd		10-11-10
Chris Perrott	1614 N.E. Gertz Rd		10-11-10
Samuel Davis	1625 NE Gertz Rd		10-11-10
April Schneider	1631 NE Gertz Rd		10-11-10
Debra Lahodny	1643 NE Gertz Rd. PDX		10/11/2010
Martha J. Kingston	9509 NE 13 <sup>th</sup> PDX 97211		10/12/2010
E. M. Johnson	9509 NE 13 <sup>th</sup> PDX 97211		10/12/2010
J. E. Fitch	9442 N.E. 13 <sup>th</sup> Ave 97211		10/12/10
Barbara M. Fitch	9442 NE 13 <sup>th</sup> 97211		10/12/10
M. Turner	1640 N.E. Blue Heron Dr		10/12/10
H. A. L. H.	1547 NE Blue Heron Dr		10/12/10
ML			
Chol Kim	2039 N.E. Blue Heron Dr		10/12/2010

OCTOBER 10, 2010

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NAME	ADDRESS	EMAIL	DATE
DICK SHAFFER	9324 NE LEVEE RD	DICKSHAFFER@AOL.COM	10-10-10
BILL SHATAVA	9272 N.E. LEVEE RD		10-10-10
Wayne Berry	9230 NE Levee Rd	DOUBLE TRAILERS @comcast.NET	10-10-10
Tammy Berry	9230 NE Levee Rd	TammyB@aol.NET	10-10-10
KENNY GIRRES	2044 N.E. Gertz Rd		10-10-10
Jack Devine	8850 NE Levee Rd Plx		10-10-10
LOREN DAVIS	8916 NE Levee Rd.	lorandavis@comcast.net	10-10-10
KENNETH W. TALLMON	9024 N.E. LEVEE RD	RATRODS@HOTMAIL.COM	10-10-10
DENNIS SHADDOCK	9027 NE Levee Rd		10-10-10
James Kost	9180 NE Levee		10-10-10
Janet M. Jamieson	9200 N.E. Levee Rd		10-10-10
Jim P. Jam	9200 N.E. LEVEE RD		10-10-10
Jim P. Jam	9427 NE River Port Cule	Jasper@comcast.net	10/10/2010
Jim P. Jam	1312 NE Gertz PDR	972-12-0000	10-10-10
James Rosselle	1626 NE Gertz		10.10.10

OCTOBER 10, 2010

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NAME	ADDRESS	EMAIL	DATE
Robert B. Wilson	9436 NE Elm Hill Ct		10/12/10
Harline R. Meyer	20157 E Shoreline Dr		11-12-10
Wm O. Stum	9412 NE RIVER POINTE		10/12/10
Carolyn May	1002 NE Liza Loop		10/12/10
W. H. H. H.	1036 NE Meadow Dr	W. H. H. H. @ gmail.com	10/12/10
Cathy Humble	1036 NE Meadow Dr	cathy.humble@gmail.com	10/12/10
Richard Towle	5114 NE 50TH RD	RTOWLE@HUMNET.COM	10/12/10
Bill & Mary Kay Brennan	9134 NE 16 CT	97211	billbrennan6035
Theresa Tepedino-Elliott	1630 NE Gertz Rd	97211	11-2-10

**OCTOBER 10, 2010**

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NAME \_\_\_\_\_

## ADDRESS

## EMAIL

Diane D Allen	1135 NE Lija Loop	dda@vr-web.de	10/11/10
Cyndie Bland	1139 NE Lija Loop	Cyndie7@gmail.com	10/11/10
Dat Nguyen	931 NE Lija Loop	datla@hotmail.com	
Blue Linden	1001 NE Lija Loop	blinden@charx.com	

OCTOBER 10, 2010

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NAME	ADDRESS	EMAIL	DATE
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Jonna Duncan	9410 NE Bluffton Ct	jduncan0531@aol.com	10/10/10
Jay M. Burt	2064 NE Edgwater Dr		10/16/10
Judy Beck	9009 NE Levee Rd		10-10-10
Jerry G. Lums	2025 WE Edgewater Dr		10-10-10
Jerry Turner	9114 NE Levee Rd		10/10/10
John Bartz	8733 NE 13th		10-10/10
John Hager	8433 NE 18th		10-10-10
Charles Hager	9220 NE Levee Rd		10-11-10
Judith H. Hickman	9220 NE Levee Rd		10-11-10
Rafael Langston	9311 NE Levee Rd		10-11-10
Mary N. Langston	9318 NE Levee Rd		10-11-10
Barry Adams	9017 NE Levee Rd		10-11-10
Steve W. W.	9017 NE Levee Rd		10-11-10
Christina Bergstrom	9400 NE River Point Circle		10/11/10
Nathan L. Keith	1135 NE LNA Loop	nckmann@gmail.com	10/11/10

Some suggestions from Levee Road neighbors:

Please acknowledge and account for the fact that this area is low lying and would be underwater without the drainage district. Any zoning changes should be done with the complete co-operation of the drainage district as they are aware of the potential problem spots, and what will or won't work.

Talk to the area residents to get historical perspective, and ongoing challenges. Don't adopt a one-size-fits-all approach.

Justify why the overlays are needed, if it for wildlife, or wetland, explain the animals in need of protection, if it is wetland, make sure about the "value" as a wetland. Broad boundaries just don't work here.

Make the changes in zoning applicable to all properties, not the present hit or miss approach.

Have some neighborhood involvement in the process to help dialog, and explain things to the people involved.

Dear City of Portland, Bureau of Planning & Sustainability and Council Members,  
RE: Airport Futures draft plan, inclusion of NE Levee Rd. for the July 13 meeting at 12:30 PM.

There is a great lack of information and many inconsistencies with the proposed Airport Futures project with regard to our property and neighborhood, such that we believe this plan is clearly not ready to go forward as proposed. The following reasons are why we protest these changes in their current state.

Currently approximately 55% of our property is affected by present (c) and (p) overlays. These proposed changes would increase this to an estimated 68% impact, and we have been presented with no specific information that there would be any benefit to natural wildlife resources or the riparian zone. The following problems occurred as we studied this proposal:

1) Maps, the availability, accessibility, and accuracy;

The detailed map was only available by asking for it. When asked for what was received is a PDF. Portlandmaps.com and Metro: Habitat Tool ([oregonmetro.gov/index.cfm/go/by.web/id=8385](http://oregonmetro.gov/index.cfm/go/by.web/id=8385)) both have interactive maps on their websites, whereas, Airport Futures is not providing the same level of detail needed to quantify the impact of proposed changes. The web based maps are extremely poor, i.e. resolution is one pixel equals about ten feet. Also the transition zone is not shown on any maps. We should have access to the same tools that city planners have available for their work. We were given a map with our property on it in which we could not turn the layers off and on so we could see where the different features of our property are. The overlays block these features. We also wanted to view how our overall area is being affected so we could compare our neighbors and neighborhood businesses' changes with ours to see if they had been done consistently. What we did find when we studied the requested detailed map is that the trucking company to the SE of us has a reduction of their aggregate conservation overlays, and we, the individual homeowner, have a large increase of ours. This seems inconsistent to us, and we desire an explanation. By the way we think their overlay is correct, and ours is incorrect.

2) Inventory of natural resources;

Our understanding was the new maps were made from an inventory of natural resources. Each homeowner should have a list of what, the quantity, and where these resources are on their property and when and how this data was gathered. We want to understand how these new boundaries were conceived and are questioning if the proposed boundaries have parity with the inventory.



the conservation zone moved to the foot of the levee like our industrial neighbor. This would be congruent with neighborhood livability and Metro Title 13.

<http://www.oregonmetro.gov/index.cfm/go/by.web/id=274>

**"Title 13 (Metro Code Sections 3.07.130 - 3.07.1370) - Nature in Neighborhoods**

The purpose of this title is to conserve, protect and restore a continuous ecologically viable streamside corridor system that is integrated with upland wildlife habitat and the surrounding urban landscape."

In our case the current overlays more than facilitate these goals and objectives. There is no value for the city in increasing their footprint on our property."

Using an engineering ruler on the attached M56\_8916NELeveeRd.pdf with Excel we get the following:

5673 sq ft additional loss from the proposed (c) overlay.

4210 sq ft additional loss from transition zone.

9883 sq ft total impact (0.23 acre)

Almost an additional  $\frac{1}{4}$  of an acre more of our property would be controlled by the city with no improvement or benefit to wildlife habitat.

In conclusion we strongly disagree with this current proposal and know of no scientific evidence about our property to warrant these additional environmental "protections." We feel our property rights would be violated and there has been no data given to us for this arbitrary delineation of our property. We also feel the government is supposed to protect the rights of its citizens and believe these new overlays would diminish the value of our property, and believe that these proposed increases to protection, conservation, and transitions zones would not add additional protection to wildlife or improve our neighborhood livability and green spaces.

Sincerely,

Loren and Jannice Davis

8916 NE Levee Rd., Portland, OR 97211

503-283-6974

See attached:

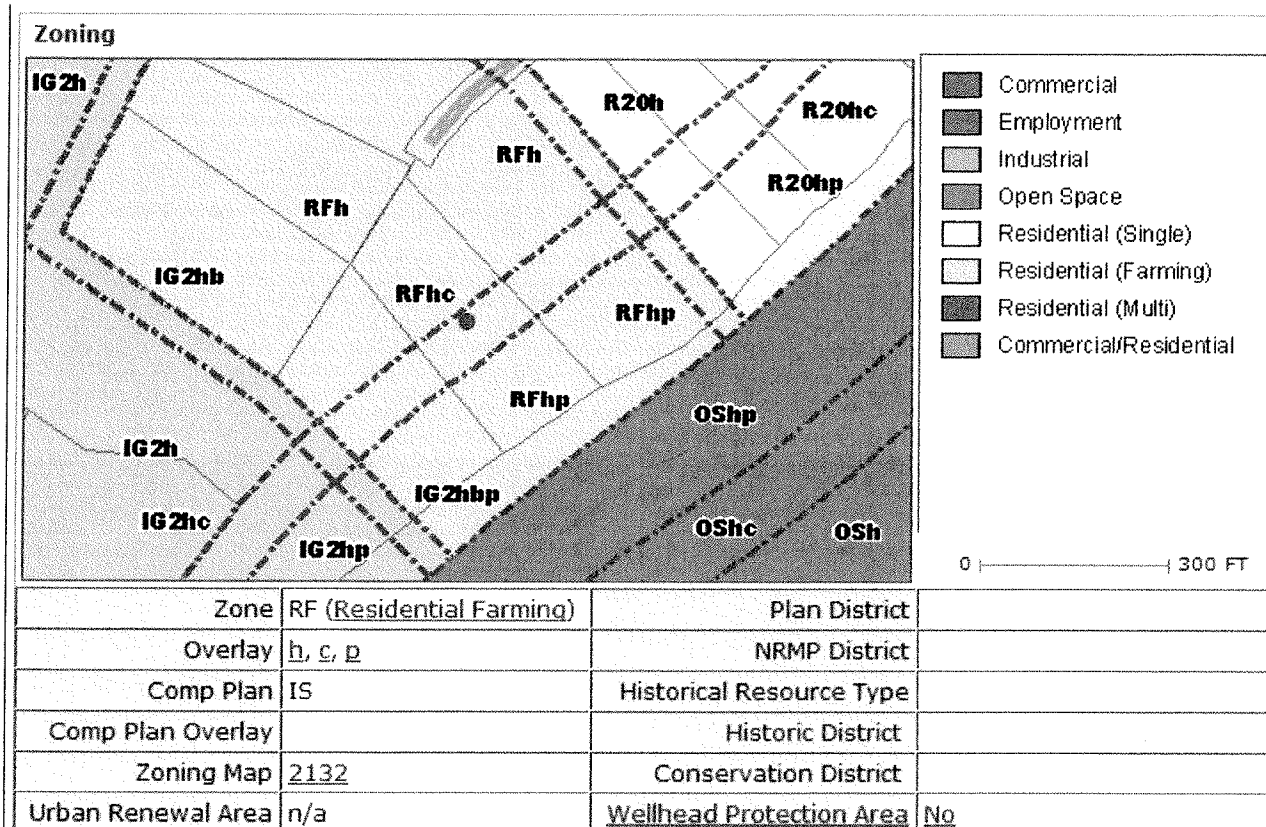
M56\_8916NELeveeRd.pdf

Metro Habitat Tool.pdf

Google 8916.pdf

8916 NE Levee Rd. Portlandmaps.com screenshot follows

[http://www.portlandmaps.com/detail.cfm?action=Zoning&propertyid=R171708&state\\_id=1N1E11AD%20%20500&address\\_id=566279&intersection\\_id=&dynamic\\_point=0&x=7652756.53&y=707460.526&place=8916%20NE%20LEVEE%20RD&city=PORTLAND&neighborhood=EAST%20COLUMBIA&seg\\_id=102503](http://www.portlandmaps.com/detail.cfm?action=Zoning&propertyid=R171708&state_id=1N1E11AD%20%20500&address_id=566279&intersection_id=&dynamic_point=0&x=7652756.53&y=707460.526&place=8916%20NE%20LEVEE%20RD&city=PORTLAND&neighborhood=EAST%20COLUMBIA&seg_id=102503)



Accepted JAN 20 1989  
Recorded JAN 22 1989

S

ORDER OF COUNCIL ON APPEAL AGAINST DECISION  
ON CONDITIONAL USE NO. CU 68-88

Following the appeal of East Columbia Neighborhood Association against approval, with conditions, the application of Everett L. Merritt for a Conditional Use to allow a fill in the flood fringe of the Columbia Slough, in an M2L zone (general manufacturing with aircraft landing overlay), located on the east side of N.E. 13th Avenue, from 600 feet south of Gertz Road to the Columbia Slough, on property legally described as:

Tax Lot 17 of Lots 30 and 34-40, and Tax Lot 18 of  
Lots 40 and 41, Golf Acres and Plat 2,

a public hearing was held at 2:00 p.m. on Wednesday, December 21, 1988, and consideration continued to December 28, 1988, at recessed Council sessions in City Hall. At the sessions persons desiring to speak were heard and written statements and objections were considered. The Portland City Council made a decision to deny the appeal and sustain the Hearings Officer's decision with additional language added to Condition D requiring applicant to retain a person to monitor noise levels.

Findings contained in the REPORT AND DECISION OF THE HEARINGS OFFICER, decision rendered October 31, 1988, and as amended by the City Council on December 28, 1988, by this reference made a part of this Order, are hereby adopted, the appeal denied, and a Conditional Use approved for a 120,000 cubic yard fill in an M2 zone, subject to the following conditions:

- A. A 75,000-square-foot wetland replacement improvement per Army Corps of Engineers recommendation shall be completed before a permit for fill operations on the remainder of the site is issued by the Bureau of Buildings.
- B. The applicant shall submit, as part of the application for a fill permit, documentation from the Army Corps of Engineers that specifies the Corps' recommendation for the location and type of wetland replacement improvements and shall include the recommended improvements in their fill plans.
- C. Subsequent to the completion of the wetland improvements, no fill placement or other non-wetland improvements shall be allowed within 25 feet of the wetland-replacement improvement except as shown in the proposed grading plan at the feature's southeast corner.
- D. Fill activities and operations shall be restricted to the hours of 7:00 a.m. to 6:00 p.m., Monday through Friday, and no operations shall be conducted on National Holidays. Fill activities and operations with a noise level below 65 dba as measured at the property line shall be permitted between 10:00 a.m. and 5:00 p.m. on Saturdays and Sundays. The applicant shall be required to retain an independent acoustical engineer or equivalent professional to monitor noise levels during operations on weekends, to assure compliance with this condition.

- No access to the site for filling operations shall be permitted along N.E. 13th from the N.E. 13th and Gertz Road intersection south to the site nor along Levee Road. No fill traffic shall use the N.E. 13th and Gertz Road intersection. Debris from the delivery of fill materials along the delivery route shall be cleaned up at the end or beginning of each haul day.
- E. No site filling, grading, or any other on-site work shall be allowed without written approval of Peninsula Drainage District No. 2 and the Bureau of Environmental Services, the Oregon Division of State Lands, and the U.S. Army Corps of Engineers.
  - F. All storm drainage and proposed ditching must be directed to the Peninsula Drainage District No. 2, Ditch No. 1 along N.E. 13th on the west of the site and the N.E. Fazio culvert located to the southwest of the site.
  - G. The applicant's site grading plan shall address fill placement so as to prevent additional ponding of water on adjacent properties or in the public right-of-way as part of an application for the fill permit.
  - H. The applicant's site grading plan shall provide that fill not be placed above the elevation of the N.E. 13th Avenue roadway within 20 feet of the right-of-way to avoid drainage problems with new and existing roadways in the area.
  - I. The applicant shall submit as part of the application for a fill permit documentation of an approved agreement by the property owner or commitment by the Peninsula Drainage District No. 2 to hold the City harmless from damage due to the failure of District facilities consistent with Condition 7 of Ordinance No. 156334.
  - J. The applicant shall provide at the time of the application for a fill permit an easement/dedication for the Forty Mile Loop Recreation Trail. The trail easements/dedications shall be approved by the Park Bureau before any Building Permit is issued.
  - K. All conditions of Ordinance No. 156334 pertaining to this site must be met prior to any development or occupancy of this site.
  - L. A Building Permit or an Occupancy Permit must be obtained from the Bureau of Buildings at the Permit Center on the first floor of The Portland Building, 1120 S.W. 5th Avenue, Portland, Oregon 97204, 796-7310, before carrying out this project, in order to assure that all conditions imposed here and all requirements of the pertinent Building Codes are met.



Mayor J. E. Bud Clark  
Presiding Officer, December 28, 1988  
2:00 p.m. Council Session

Executed this 6th day of January 1989





3/17/11

This is the zone proposal for a "Protected" overlay for the wetland, as you can see, this is next to your homes. If you want more info, you can contact the Project Team or check online. Your neighbors, Ron & Karen Myers

184521



DRAFT

## Legend

Taxlots\_pdx

### Proposed Environmental Overlays

- protection overlay (p)
- conservation overlay (c)

### Existing Environmental Overlays

- c
- p

Please note that the "bean field" area is not included  
Except for a conservation border around the exterior

See the band of trees in the center of the  
Bean field, as well as light places (these have  
standing water or are wet year round) This  
Area is excluded from any wetland protection

Shatava Property

Beck Property

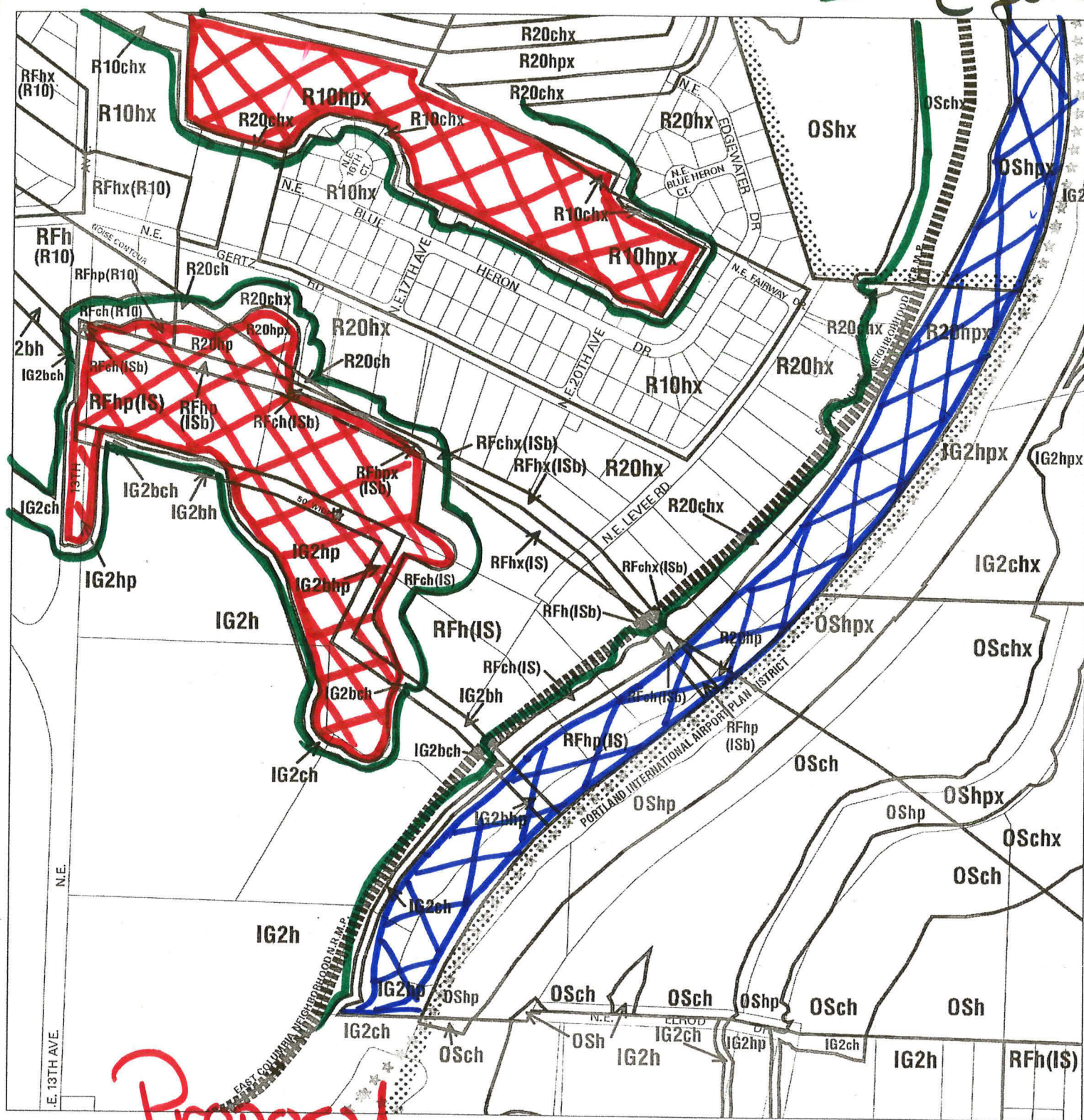
Calloway Property

184521

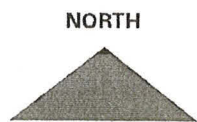


N ↑



XX = slough  
~~XX~~ = P zone  
 — = C zone



# Proposal



0' 400'

-  Zone Boundary  
 Plan District Boundary  
 Natural Resource Management Plan Boundary

- c = Environmental Conservation Overlay  
p = Environmental Protection Overlay  
☆☆☆ Public Recreation Trail  
←——→ Top of Bank

Bureau of Planning & Sustainability - City of Portland, Oregon



~~A~~ = slough



# Existing Zoning

## Existing Zoning

Bureau of Planning & Sustainability | City of Portland, Oregon

c = Environmental Conservation Overlay

p = Environmental Protection Overlay

☆☆☆ Public Recreation Trail



**WESTERN  
PLANNING**  
ASSOCIATES INC.

Land Planning  
Landscape  
Architecture  
Civil Engineering

4621 SW KELLY AVE.  
PORTLAND, OR 97201  
503/294-0222  
FAX 294-0223  
360/695-8340

SCALE: 1"=100'  
DRAWN: KRP  
DATE: 1/29/98

FREIGHTLINER INDUSTRIAL LOT

Wetland Buffer

Owner/Developer:

Portland Freightliner

1  
of  
1





AIRPORT FUTURESIF YOU WISH TO SPEAK TO CITY COUNCIL, **PRINT** YOUR NAME, ADDRESS, AND EMAIL.

NAME (print)	ADDRESS AND ZIP CODE	Email
✓ Ron Beck	2612 NE 15 <sup>th</sup> Ave PHD, Or	
✓ Sally Beck	2612 NE 15 <sup>th</sup> Ave PHD, Or	Seagalsgold@hotmail.com
✓ BILL SHATAVA	9272 N.E. LEYBE RD	
✓ Bruce Campbell	3261 NE Holland Ct.	Campbell1849@comcast.net
✓ Corley Collier	6015 NE 80 <sup>th</sup> Ave	corley@columbiacommunity.org
✓ Linda Robinson	1115 NE 135 <sup>th</sup>	lrobinsonpdx@comcast.net
✓ <sup>McLennan</sup> Martha McLennan	2316 SE Willard Milwaukee	
<del>DEBORAH ROSS</del>	<del>20889 NE 20<sup>th</sup> Ave</del>	
✓ Justin Callaway	8850 NE Levee Rd	
✓ Joe Smith	2211 NE 21 <sup>st</sup>	Joe@smithcompand.com
✓ Tamara DeRidder	1707 NE S2nd 97213	

March 16, 2011

Dear Honorable Mayor Adams & City Commissioners:

**Subject: Formal Request for Postponement - Portland Futures Plan Hearing**

As a 20-year land use planning veteran in Oregon and neighborhood leader I am formally requesting Postponement of this hearing on Portland Futures Plan.

I do so on the following grounds:

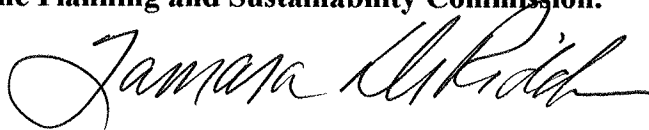
1. Failure: to provide the public access to the minutes and submitted testimony, both written and oral, from the City of Portland Planning & Sustainability hearing(s).
2. Failure: to provide into the public record and incorporate into the Portland Futures Plan document the Port of Portland's annual emissions of environmental air toxins, their sources, and geographic impact areas as generated by the airport facilities, ground transportation, and air travel vehicles.
3. Failure: to identify PDX's annual air emissions as an impact on Residential Areas, including those in Vancouver, WA.
4. Failure: to provide adequate disclosure of the past generated air toxins and the future projected air toxins as the relate to air quality, water quality, and public health impact of these individual & collective air toxins
5. Failure: to provide clear and objective policies that address the source of these pollutant generators and steps for reduction.
6. Failure: to identify pro-active goals, objectives, and implementation time line for pollution mitigation/pollution off-sets.
7. Failure: to coordinate with BES and to comply with City of Portland Comprehensive Plan Policies supporting the Columbia Slough watershed

Documented proof includes:

1. <http://www.pdxairportfutures.com/>
2. 2008 Oregon Air Quality Data Summaries and 2001 OR Air Quality Data Summaries, including, but not limited to:
  - o Nonroad Mobile Sources p.58 Carbon Monoxide Estimate [Tons/Year] 42,161-Multnomah County;
  - o Nonroad Mobile Sources p.63 Volatile Organic Compounds Estimate [T/Y] 7,486- Multnomah County
  - o Nonroad Mobile Sources p.59 Nitrogen Dioxide Estimate [T/Y] 7,316 - Multnomah County
3. DEQ NATA Air Toxics Study, see <http://www.deq.state.or.us/aq/toxics/nata.htm>
4. BES Testimony Aug 24, 2010 to Planning & Sustainability Commission & this hearing
5. OAR 660-013-0030(5)(e)(A); OAR 660-013-0030(5)(e)(B); OAR 660-013-0030(6)

**The Proposed Portland Futures Plan fails to meet the Clean Air Act and Oregon Planning Goal #6 - Air & Water and OAR 660-013-0030 Aviation Facilities and shall be denied, postponed to a date certain, or remanded to the Planning and Sustainability Commission.**

Respectfully submitted,



Tamara DeRidder, AICP

Principal, Habitat for Sustainability | Portland, OR 97213

1707 NE 52nd Ave. | 503-706-5804 | [SustainableDesign@tdridder.users.panix.com](mailto:SustainableDesign@tdridder.users.panix.com)

184521

**Moore-Love, Karla**

**From:** Tamara DeRidder, AICP [SustainableDesign@tdridder.users.panix.com]  
**Sent:** Wednesday, March 16, 2011 5:00 PM  
**To:** Sugnet, Jay; Glancy, Lise; Moore-Love, Karla; Anderson, Susan; Commissioner Fish; Commissioner Fish  
**Subject:** Portland Futures Plan Hearing- Formal Request for Postponement  
**Importance:** High  
**Attachments:** SustainableDesign.vcf

Dear Honorable Mayor Adams & City Commissioners:

Subject: Formal Request for Postponement - Portland Futures Plan Hearing

As a 20-year land use planning veteran in Oregon and neighborhood leader I am formally requesting Postponement of this hearing on Portland Futures Plan.

I do so on the following grounds:

1. Failure: to provide the public access to the minutes and submitted testimony, both written and oral, from the City of Portland Planning & Sustainability hearing(s).
2. Failure: to provide into the public record and incorporate into the Portland Futures Plan document the Port of Portland's annual emissions of environmental air toxins, their sources, and geographic impact areas as generated by the airport facilities, ground transportation, and air travel vehicles.
3. Failure: to identify PDX's annual air emissions as an impact on Residential Areas, including those in Vancouver, WA.
4. Failure: to provide adequate disclosure of the past generated air toxins and the future projected air toxins as they relate to air quality, water quality, and public health impact of these individual & collective air toxins
5. Failure: to provide clear and objective policies that address the source of these pollutant generators and steps for reduction.
6. Failure: to identify pro-active goals, objectives, and implementation time line for pollution mitigation/pollution off-sets.

Documented proof includes:

1. <http://www.pdxairportfutures.com/>
2. 2008 Oregon Air Quality Data Summaries and 2001 OR Air Quality Data Summaries, including, but not limited to:
  - o Nonroad Mobile Sources p.58 Carbon Monoxide Estimate [Tons/Year] 42,161- Multnomah County;
  - o Nonroad Mobile Sources p.63 Volatile Organic Compounds Estimate [T/Y] 7,486 - Multnomah County <> Nonroad Mobile Sources p.59 Nitrogen Dioxide Estimate [T/Y] 7,316 - Multnomah County <>
3. DEQ NATA Air Toxics Study, see <http://www.deq.state.or.us/aq/toxics/nata.htm>

**Therefore, the proposed Portland Futures Plan fails to meet the Clean Air Act and Oregon Planning Goal #6 - Air & Water and shall be denied, postponed to a date certain, or remanded to the Planning and Sustainability Commission.**

3/17/2011



184521

Respectfully submitted,

Tamara DeRidder, AICP  
Principal, Habitat for Sustainability  
1707 NE 52nd Ave.  
Portland, OR 97213  
503-706-5804

March 16, 2011

Subject: City Council and Port of Portland Joint Meeting on Airport Futures Project

Dear Mayor Adams and Commissioners:

As a former member of Commissioner's Saltzman's staff who began the early work on this project over ten years ago, please accept my congratulations at this milestone in the Airport Futures Project. I particularly want to commend City planning staff and the dedicated citizen's concerned with neighborhood issues who have served over the years to shepherd this process.

There is one point that I would like to highlight. While the need for a third runway appears to be a distant and unlikely possibility within the time frame of the plans under consideration today, I believe you would agree based upon our experiences over the last decade, that the unexpected is always a possibility. In my view if both freight and passenger air traffic were to exceed the capacity of the present runway system at our airport, the Port under pressure from the FAA would seek approval from the City to build the third runway. The City should only approve today's airport planning process if a future City Council has a realistic option to stop the third runway from being built over the legal objections of the Port or the FAA.

Frank Dixon  
2205 NW Johnson Street Suite A  
Portland, Oregon 97210-3393  
503 242-3585 phone and fax

FRANK J. DIXON  
2205 NW JOHNSON  
PORTLAND, OR 97210



# CITY OF PORTLAND ENVIRONMENTAL SERVICES



1120 SW Fifth Avenue, Room 1000, Portland, Oregon 97204 • Dan Saltzman, Commissioner • Dean Marriott, Director

184521

Mayor Sam Adams  
Commissioner Nick Fish  
Commissioner Amanda Fritz  
Commissioner Randy Leonard  
Commissioner Dan Saltzman

March 16, 2011

Dear Mayor and City Commissioners:

The Bureau of Environmental Services is writing to express support for the proposed Airport Futures Land Use Plan and the associated Zoning Code and map amendments. The Portland International Airport and the Columbia Slough and its watershed share important economic and natural resources.

The Proposed Plan District and the Natural Resources Agreement between the City and the Port of Portland provide a means to implement resource protection called for under the City's adopted *Portland Watershed Management Plan*. The Bureau supports the change from conservation to protection environmental overlay along the Slough as consistent with protecting the water quality of the Slough, and consistent with the eastern part of the watershed. It will be important to resolve the industrial lands inventory analysis soon in order to be able to apply the protection zones on the important natural resources in the industrial zones.

1. Riparian buffers are essential for watershed health. These areas provide multiple functions including filtering stormwater to protect water quality, the protection of wildlife habitat, and shade which is vital to maintaining water temperatures. We strongly urge protection of all existing vegetation within a 50-foot buffer. We simply cannot afford to lose any of the remaining riparian buffers along the Slough.
2. The City has an obligation under the federal Clean Water Act to help the Columbia Slough meet its established water quality standards. This obligation is the driving force behind Oregon DEQ's requirements on the City to help restore water quality in the Slough. A 50-foot buffer of protection will move us toward meeting that goal. DEQ requirements highlight the importance of all trees near a water body in order to keep water temperatures cooler. Every tree helps the City meet required targets.
3. The City has invested well over \$100 million of public dollars on improvements to the Columbia Slough and its watershed. Allowing development or re-development within the 50-foot zone, sometimes right up to top of the bank, perpetuates a cycle of adverse impact to the system. Without adequate buffers, the system will not continue to improve, and the public's investment will have been wasted. We strongly urge protection of all existing trees within 50-feet from top of bank.

The goal of the *Portland Watershed Management Plan* is to improve watershed health. This Plan District will help achieve that goal. The Natural Resources Agreement between the Port of Portland and the City constitutes an important part of the code package. This agreement will provide mitigation at Government Island for unavoidable impacts at the Airport. A significant feature of the agreement is that the Port will provide mitigation in advance of impact, which is a very responsible way to develop. Beyond mitigation, the Port also has committed to a 25-year program of planting trees throughout the watershed and enhancing the Columbia Slough. BES looks forward to being a partner in these restoration efforts.

Sincerely,

Dean Marriott, Director

3/16/11

Dear Mayor Sam Adams:

I am writing to you about the upcoming city council vote on "Airport Futures" plan. I'm sorry in advance for the length of this letter, but there are many things that I believe you need to know. There are many inconsistencies within the plan, and it appears to be very inflexible and confusing when it comes to the neighborhood component

My husband and I have owned property in the East Columbia neighborhood for over 18 years. We bought an existing horse property (it has been an active barn for over 60 years). We were concerned that it was low lying and might be a wet land. We went to the planning bureau of the City of Portland. They were very helpful, and told us that we were lucky because they had just finished a complete survey of the area. It showed, that the property next to ours was a mitigated wetland, but ours was not a wetland. With their assurances we purchased our farm.

Over the first few years, we noticed our land getting wetter, and wetter. I contacted the drainage district to see if this was normal, or what was happening. Mr. Dave Hendricks, of the Multnomah Drainage District came to our farm, he walked the property, I assisted him in doing some surveying. Then he informed me that the property directly to the south of our land, had a fill permit, issued by the City of Portland. The conditions of the permit were that they were to make a mitigated wetland, a weir structure to take off excessive water, and channel it to a drainage ditch, create a large "lake" and vegetation to surround the "wetland" area. None of this was done. I contacted the city compliance department many times, I never heard back from them. I believe Mr. Hendricks did as well. Finally, when it became apparent that the city wasn't going to make the industrial



land owners make it right, the drainage district put in a very small feeder ditch, which drains several properties, (including ours) flooded illegally, by our neighbors to the south.

We have been happy with the results. We have seasonal water occasionally-as do most of the properties in this area. Our land is dry enough for the animals, which is what we wanted. We have not pursued making the industrial landowners fulfill their obligations as laid out by their permits, until we learned of the inflexible "Airport Futures" plan.

In May, we were told about the "Airport Futures" plan. To say that we were overwhelmed would be an understatement. Even more so because the land use chair for the neighborhood was on the "Airport Futures" committee. We had no idea that the plan would include a portion of our neighborhood. There was no time to complete surveys & evaluations necessary to show that inclusion of our land and that of our neighbors, was invalid. It was scheduled to go to the planning commission in June. We went to those meetings, explaining that as a whole we, the impacted parties, had not been given enough time to understand the implications of the zoning change. From that point the planning bureau held several meetings to give us an understanding of what was happening, and how it impacted us. I value that the planning staff held these meetings, and they were very informative. However, when asked direct questions about specific properties & issues, their answers were vague & unreliable. No ground truthing was done, boundaries were drawn, but they could not defend where the lines were drawn. They cited "new science", but were unable or unwilling to tell us what that was. There didn't seem to be much continuity to their plan. Some properties had very small overlays, while others had massive overlays and protected zones. When asked why properties within the

neighborhood, that had the same elevation, soil type, hydration, & vegetation, were treated completely differently, they had no answer. When asked why the "C" zones were being extended into the backyards of residents they had no clear answer as well. Then to add insult to injury, we were informed that some of our neighbors had already begun the process of subdividing their land into buildable lots. So, although they are within the targeted "P" & "C" zones, these designations would not apply to them, just to the rest of us. What is left is a patch work of no protection, over protection, and questionable "science" in the planning bureau's proposal; while other properties are ignored, or granted permits to develop adjacent sites.

As I stated earlier, our land is now and has been a horse property for decades. It is a large rectangle running parallel with Gertz Road. We have been told by planning staff years ago, that they considered us a "buffer" between the industrial land to the south, and the residential land to the north. That was fine with us. Now, after spending thousands on improvements, being good neighbors, and paying taxes on land we had hoped to build a home for each of our children, we are being told that the majority of our land is to be a "P" zone, with a "C" zone taking up the most of the rest of our property. The planning bureau is claiming that we are a "wetland". We have the right to spend many thousands of dollars to get a wetland delineation done to change it. While the City of Portland doesn't have to justify the boundaries they drew, or give a reason for them. There are many neighbors who do not have thousands to spend to prove that they should not be burdened with these very restrictive "P" & "C" zones. That patchwork of zones and lines and inclusions and exclusions will be dizzying. As well the litigation that will surely occur.

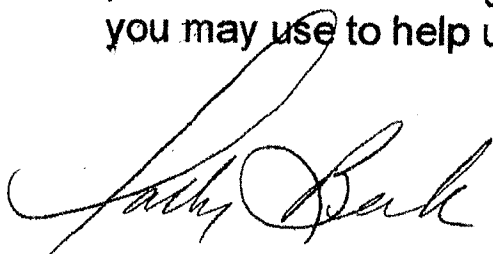
A very short distance from our property is another open piece of flat land. It is referred to as "the bean field". It, unlike our property, has sand boils, and standing water all year round. It has a stand of tall trees bisecting it, that provide wildlife habitat. The "bean field" is owned by Columbia Edgewater Golf Course. The planning bureau's mapping of the zoning changes completely exclude the "bean field" from any "P" or "C" overlays. While our land is completely taken with overlays. In one of the public meetings I asked why the difference? No answer was ever given, other than to say that the planning staff just didn't have enough "information" on the bean field. On a Metro map we uncovered, it shows Metro putting wetland overlays onto properties in our neighborhood. It is almost identical to the proposed zoning changes that the city is now trying to create except, Metro put "values" on the properties. And, they had no overly restrictive "C" zones. For example, on the Metro map our land is indicated as a wetland. The "bean field" is also indicated as a wetland. The major distinction is that our land is considered of low or very minimal value as a wetland, while the "bean field" was considered of very high value as a wetland. When we asked the planning staff what could be done with the "bean field" they responded that it could be developed, as it contained no "P" or "C" overlays. There seems to be a breakdown in the communications somewhere. We feel that we are being unfairly singled out, while the more powerful interests of the members of Columbia Edgewater, with a very similar property are not being treated in the same manner.

We are simply the owners of a horse property. We don't have plans to develop our land. It is the home of our horses, and a few more that board in the barn. If these restrictive zoning changes are implemented, it will greatly hinder our ability to care for our animals, and also greatly impact the

value of our land. The current zoning is farm and forest. We all know that change is always going to happen, and, at some point land this close in the city center will probably be developed. I hope that when that happens, (I hope not in my life time) it is done in a thoughtful, fair and environmentally conscious manner. But that being said, to single out a flat, overgrazed pasture with very compacted soil (all those horses for decades) as in need to such over inflated "protection" and "conservation" overlays seems absurd. There are no "bodies of water" to shade, no major "wildlife" to harbor, no endangered vegetation to protect. It is just a flat field that is home to horses, field mice and an occasional coyote.

It is my hope that the "Airport Futures" plan moves forward. It seems very well thought out, covers the airport's needs and that of the city's very well. However, our little portion of a sparsely populated, blue collar neighborhood, really has no business being lumped into this plan. If the city needs to put zoning overlays into neighborhoods, shouldn't that be able to stand on its own merit? It seems like a "pork barrel" addition. We have no drainage, or other "airport" issues. I would like to be de-coupled from that plan, and a new more flexible master plan developed.

I value your position, and the time it has taken to read this. Members of our little neighborhood would like to take you or a staff member on a very short car tour (not unlike the tour that you received from the Columbia Corridor Assoc.) we would like to point out our concerns as homeowners. Please contact Dick Shafer at (503) 221 6464, or myself, Sally Beck at (503) 288-2406 to schedule a time that works for you. We promise to be well organized, brief, and full of information you may use to help understand our position.





184521

**Moore-Love, Karla**

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**From:** Frank Dixon [fdixon@hevanet.com]  
**Sent:** Wednesday, March 16, 2011 2:23 PM  
**To:** Moore-Love, Karla  
**Subject:** Please find the attached letter to City Council for hearing this evening  
**Attachments:** Letter to Council on Airport Futures Project 031611.doc

**City Council and Port of Portland hold joint meeting on Airport Futures project**

**Frank Dixon**  
2205 NW Johnson St  
Portland, OR 9710

3/16/2011

March 16, 2011

184521

Subject: City Council and Port of Portland Joint Meeting on Airport Futures Project

Dear Mayor Adams and Commissioners:

As a former member of Commissioner's Saltzman's staff who began the early work on this project over ten years ago, please accept my congratulations at this milestone in the Airport Futures Project. I particularly want to commend City planning staff and the dedicated citizen's concerned with neighborhood issues who have served over the years to shepherd this process.

There is one point that I would like to highlight. While the need for a third runway appears to be a distant and unlikely possibility within the time frame of the plans under consideration today, I believe you would agree based upon our experiences over the last decade, that the unexpected is always a possibility. In my view if both freight and passenger air traffic were to exceed the capacity of the present runway system at our airport, the Port under pressure from the FAA would seek approval from the City to build the third runway. The City should only approve today's airport planning process if a future City Council has a realistic option to stop the third runway from being built over the legal objections of the Port or the FAA.

Frank Dixon  
2205 NW Johnson Street Suite A  
Portland, Oregon 97210-3393  
503 242-3585 phone and fax

FRANK J. DIXON  
2205 NW JOHNSON  
PORTLAND, OR 97210

Moore-Love, Karla

184521

---

**From:** FRED STOVEL [fstovel@comcast.net]  
**Sent:** Tuesday, March 15, 2011 5:17 PM  
**To:** Moore-Love, Karla; elise.neibert@portofportland.com  
**Cc:** John Weigant  
**Subject:** Corrected Copy for March 16 Airport Futures Hearing  
**Attachments:** JW PAG\_testimony- 3.doc

Please accept this corrected copy from Mr. Weigant who is traveling and does not have access to a computer.

Fred Stovel  
503 281-5589  
503 799-3225 cell

3/16/2011

## Memorandum

To: City of Portland Commissioners  
Port of Portland Commissioners

From: John Weigant, Representative to PAG from AIR (Airport Issues Roundtable)

Date: March 16, 2011

Re: 1. Testimony in support of Planning Advisory Group (PAG) recommendations  
2. Special thanks to Commissioner Dan Saltzman and Port Executive Director Bill Wyatt

1. Please accept this written testimony in lieu of personal testimony. I am in Florida for the month of March on a family vacation.
2. History. In 1997, the Port produced a Master Plan for PDX that many neighborhoods felt was both inappropriate and unrealistic. It called for a long third runway by 2020. The projections were wildly optimistic, based on assumptions like oil remaining a \$10/barrel through the year 2020. Increasing air traffic had increased noise impacts on neighborhoods to levels intolerable for many. Neighborhood complaints to the Port generally received the same answer: it's what passengers wanted, and the Port's business was to meet their needs, within the limits allowed by the FAA.
3. AIR Organization. Neighborhoods noted they were each duplicating noise control efforts, and not getting very far. Seeing that their problems were essentially political, they sought a political solution, and noise-affected neighborhoods asked their coalitions to coordinate. Then they asked the Office of Neighborhood Involvement (ONI), then under the direction of Commissioner Dan Saltzman, to form an "issue-oriented neighborhood." Commissioner Saltzman held a forum in the Wilkes Neighborhood to hear testimony. Concluding the issues were real, he sponsored the Airport Issues Roundtable (AIR), provided staff support and guidance, and arranged for meetings at City Hall.
4. Land Use Approach. Noise was a topic already being addressed by the Port-sponsored Citizen's Noise Advisory Committee (CNAC), and most noise abatement or mitigation action was stymied by FAA regulations. AIR chose to focus on land use control, where the City had complete control. Soon Jay Sugnet of the Bureau of Planning (BoP) began attending meetings to provide guidance on City land use processes. Planning staff prepared a white paper analyzing land use processes at various airports and noting the problems with PDX's Conditional Use Permit (CUP) approach. A new CUP was due and was in preparation, with participation by AIR and CNAC members. By now, 9/11/2001 had happened, the dot-com bubble had burst, the economy was down, and the air traffic spike had dropped below long term trends. Noise and noise complaints had abated with the decline in operations. However, the Port held fast to the 1997 Master Plan's Airport Layout Plan, which was finally adopted in 2000, to address a few citizen complaints about its quality. The CUP was approved by the BDS hearings officer as written, with only one condition: submit six copies of the Part 150 noise study, when complete.
5. The IGA Phase. The Port, recognizing the effort of preparing new CUPs every 10 years, and the uncertainty of moving forward in the face substantial citizen resistance, saw that the Plan District approach recommended by BoP's white paper had merit. It agreed, therefore, to fund the preparation of a new land use process in parallel with its own need for a new Master Plan. Near-weekly meetings were held with Port and City Staff, with full participation by AIR and other citizen members, to craft, with intense citizen involvement, an IGA to prepare a new land use plan. AIR noted with gratitude a change of attitude by Port Staff, seeking to accommodate citizen concerns wherever possible. AIR attributes this new attitude to the influence of Bill Wyatt, the Port's new Executive Director. Not only was strong citizen participation built into the process, but sustainability was adopted as a major guiding principle. A skilled and high-level facilitator was jointly selected. Commissioner Saltzman continued to provide staff support, although ONI was no longer his Bureau. He had made AIR a formal advisory committee to him. Budgetary limitations delayed implementation of the process for nearly two years.
6. The Planning Advisory Group Phase. The PAG was designed on two levels. The PAG itself would be kept to manageable size, with representative of all major constituencies. However, much of the development work would be done at a committee level with full participation and voting by any interested person. Many, many meetings were held to hammer out the details of the new Master Plan and the new Land Use Plan. The Master Plan's consulting firm was lead by C. F. Booth, with over 20 years of master plan consulting experience. Many innovative approaches were used. Near the end of



the process, I asked Mr. Booth his opinion of the quality of our work. He replied, "I've never seen anything like it. It's far and away the best master plan I've ever worked on."

7. Conclusion. This Master Plan and this Land Use Plan are superior products, and should guide airport development long into the future. In particular, the incorporation of sustainability into the plan framework will likely have an impact that we cannot yet appreciate, as the City and the world move to a necessary future of sustainability. Starting with the IGA negotiating process, all parties have sought a cooperative approach, recognizing each other's needs and limitations. PAG members have hung on during a long three-year process with outstanding commitment. PAG Chair Bill Blosser has been excellent. Facilitation by Sam Imperati has been excellent. Staff work on both plans has been excellent. Cooperation in the face of natural conflict has been outstanding. From my perspective as AIR's representative to PAG, special kudos should go to Fred Stovel, AIR's chair for the past decade, and Erwin Bergman, both an AIR and long-time CNAC member. Special praise goes to Commissioner Saltzman, who had the early vision to support AIR. Without his vision, we might not be here today. He's been there when we needed him. Equal praise goes to Bill Wyatt, who has respected citizen input in ways not shown by some of his predecessors. The Port's willingness to support this project financially was critical to its success.
8. Next Steps. Airport planning and operation is an ongoing process. The plans have created a PDX Community Advisory Committee to carry on the work of the PAG. I invite the Port Commission and City Council to monitor the process closely, to insure it continues in the spirit of the PAG, addressing and resolving conflicts that are sure to arise. Many thanks to all!

**Moore-Love, Karla**

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**From:** Glancy, Lise [Lise.Glancy@portofportland.com]  
**Sent:** Tuesday, March 15, 2011 3:01 PM  
**To:** Neibert, Elise; Moore-Love, Karla  
**Cc:** Corich, Chris; Sugnet, Jay  
**Subject:** Comments for Portland City Council and Port of Portland Commissioners - Airport Futures

Forwarded to City Council and Port Commission for consideration at the  
3/16/11 Airport Futures hearing....

-----Original Message-----

**From:** Vicki Thompson [mailto:vickit@pdx.edu]  
**Sent:** Tuesday, March 15, 2011 2:57 PM  
**To:** Glancy, Lise  
**Subject:** Comments for Portland City Council and Port of Portland Commissioners

Lise

Would you please share the following with the members of the Port Commission and the City Council?

Thank you.

Vicki Thompson

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Members of the Portland City Council and Port of Portland Commissioners

I am unable to attend the Airport Futures hearing on Wednesday, March 16th but wanted to share some thoughts with you.

The proposal that you are considering tonight is a result of three years

of work by citizens and staff that poured their heart and soul into the proposal. I feel that the proposal stands on its own merit. We had lots of meetings as a whole committee and lots of subcommittee meetings. There were a lot of discussions and compromises culminating in a unanimous vote by all committee members. My hope is that you will incorporate the changes recommended by staff so all of our work can move forward.

Thank you for taking the time to read my testimony.

Vicki Thompson  
CNAC Representative to the Planning Advisory Group

184521

**Moore-Love, Karla**

---

**From:** Neibert, Elise [Elise.Neibert@portofportland.com]  
**Sent:** Tuesday, March 15, 2011 11:15 AM  
**To:** Moore-Love, Karla  
**Cc:** Glancy, Lise  
**Subject:** FW: 3-16-11 Airport Futures Joint Hearing

Forwarding. Looks like Karla did not receive Mr. Hargrave's testimony (below).

**Elise Neibert**

Port of Portland  
Executive Office  
7200 NE Airport Way  
Portland OR 97218  
Fax: 503.548.5980  
Phone: 503.415.6017

---

**From:** Glancy, Lise  
**Sent:** Tuesday, March 15, 2011 11:04 AM  
**To:** Neibert, Elise  
**Subject:** FW: 3-16-11 Airport Futures Joint Hearing

Looks like you did not get this.

---

**From:** Alan Hargrave [mailto:AHargrave@Portvanusa.com]  
**Sent:** Tuesday, March 15, 2011 10:57 AM  
**To:** karla.moore-love@portofportland.com; neibert@portofportland.com  
**Cc:** Glancy, Lise  
**Subject:** 3-16-11 Airport Futures Joint Hearing

Please see my comments below and I would appreciate reading them into the record if at all possible as I am unable to attend the meeting.

March 15, 2011

Port Commission and Portland City Council

I was very happy to be a part of the Airport Futures Planning Advisory Group, representing Clark County, Washington neighborhoods. The experience with the PAG group was enjoyable. PDX is a regional facility and offers benefits to Washington. It makes sense to give the airport operator the security of secure zoning that allows the necessary planning to take place on behalf of our region. I was very impressed with City of Portland, Port of Portland staff and our facilitator Sam Imperati in making this process wide-reaching and very well thought out. Our future is only as good as the long term processes we have in place to manage our development. The Airport Futures plan and guidelines developed in this process will benefit our communities for years to come. Kudos to Port of Portland commissioners and City of Portland mayor and council members in having the foresight to complete this process.

Alan Hargrave  
Clark County Neighborhoods

3/15/2011

184521


**Alan Hargrave**

*Project Manager*

3103 NW Lower River Road, Vancouver, WA 98660

Direct: 360.213.1244 | Main: 360.693.3611

[ahargrave@portvanusa.com](mailto:ahargrave@portvanusa.com) | [www.portvanusa.com](http://www.portvanusa.com)

 povlogo

***Welcome to the Port of Possibility***



**Glancy, Lise**

---

**From:** Sugnet, Jay [Jay.Sugnet@portlandoregon.gov]  
**Sent:** Monday, March 14, 2011 11:43 AM  
**To:** Parsons, Susan  
**Cc:** Glancy, Lise  
**Subject:** FW: Your Participation in Wed., 3/16 6 pm Joint Airport Futures Hearing -- please RSVP

Sue - more testimony for the record...

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**From:** Lai-Lani Ovalles [mailto:lailanio@nayapdx.org]  
**Sent:** Monday, March 14, 2011 10:56 AM  
**To:** Glancy, Lise  
**Cc:** Sugnet, Jay  
**Subject:** RE: Your Participation in Wed., 3/16 6 pm Joint Airport Futures Hearing -- please RSVP

Hi Lise -

I received your message and unfortunately, I am not available for the Joint meeting this Wednesday. Please read/share the statement and encourage the support from the Planning & Sustainability Commission

**Lai Lani Ovalles, Planning Commissioner**

Represented the Portland Planning Commission (now the Portland Planning and Sustainability Commission). I filled in after a year for Catherine Ciarlo. After 3 hearings, Planning Commission forwarded its recommendation in support of the Airport Futures package in August 2010. Package is largely intact (with the exception of the environmental overlays on the non-Port industrial properties). Encourage your support.

Thank you,

Lai-Lani Ovalles  
Indigenous Community Engagement Coordinator  
Native American Youth & Family Center  
[www.nayapdx.org](http://www.nayapdx.org)

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\*\*\*\*\*

**Glancy, Lise**

**From:** Maryhelen Kincaid [jamasu88@msn.com]  
**Sent:** Saturday, March 12, 2011 9:17 PM  
**To:** sam.adams@portlandoregon.gov; Amanda Fritz; nick.fish@portlandoregon.gov; Dan Saltzman; Randy Leonard  
**Cc:** Tom Griffin-Valade; Glancy, Lise; Corich, Chris; Jay Sugnet  
**Subject:** Comments on Airport Futures

Dear Council Members,

I am sending you this email ahead of your joint meeting with the Port Commission on Wednesday because I may leave some of this out, or it won't fit into my 3 minutes.

I was the Airport Futures Public Advisory Group (PAG) representative for the North Portland Neighborhood Services coalition of neighborhoods. Over the course of 4 years I met numerous times with the coalition chairs group (11 neighborhoods), the coalition land use group and several neighborhoods. Additionally I kept staff informed of issues as they arose, and helped schedule informational meetings for stakeholders.

I think the Airport Futures Project should be approved as it is presented to Council and the Port Commission on March 16th. While I may not have always said that, a lot of effort by a number of folks in these final months and weeks has fine tuned the IGAs and brought the project to a point where I believe there is a consensus agreement among all parties involved.

Many people will comment on a variety of topics of the Airport Futures Project. My comments will be directed to the areas that most affected NPNS and related neighborhoods.

A previous point of contention on proposed environmental overlay zones has, for the most part, disappeared because of the removal of non-Port owned industrial zoned properties, and I understand the golf courses have reached agreement on about 95% of their issues with the proposal. As the NPNS representative to PAG, and land use chair of East Columbia Neighborhood (ECNA), I was more intimately involved than most PAG members in the proposed creation of the Middle Columbia Slough District which includes the environmental overlay zoning on non-Port owned properties in our neighborhood. When this proposal was first introduced with a public notice there was a great deal of resistance in the business community, with the golf courses, and with ECNA residential landowners. City and Port staff held informational meetings, performed numerous site visits, and responded to many individual questions and requests for information. The recent decision from LUBA on the River Plan caused the City staff to remove the proposed environmental overlay zoning on the industrial land in the proposed new district, and as such, the businesses have moved away from opposition. City staff left the proposed environmental overlays on residential land. That part of the proposal - environmental zoning on non-Port property in the Airport Master plan - caused the most controversy in our neighborhood. While it has been explained many times, there are those who still don't understand the concept that it is part of the City's land use plan, as a result of the airport's master plan. I suspect there will be one or two landowners from our neighborhood who will testify against the proposed zoning on residential land. Some will argue that "non-Port" property should not be in the Airport Futures Plan. They don't (or choose not to) see the correlation to the Natural Resources Inventory efforts of the City. To my knowledge, and in conversations with many neighbors, there is not any large scale opposition to the proposed zoning beyond these few neighbors. It has been difficult explaining the concepts of the City's efforts to protect valuable resources to folks who have different views on the value of natural habitat.

As you know our neighborhood has appealed several land use decisions (not successfully) and expressed a strong desire to preserve the unique environment of our neighborhood. I believe this is an opportunity to preserve natural habitat. I agree it is painful for some landowners. As Irma Valdez (Planning Commission) said "there are no guarantees when you purchase property that it will have the same or increased value in the future." City staff made numerous visits to residential properties in our neighborhood, made some mapping changes based on those visits, and I think they have a good proposal now.

On the natural resources mitigation issues of Airport Futures, there was great discussion over the language and commitment in the IGAs regarding mitigation for natural resources. The original joint meeting of City Council and the Port Commission was postponed because Bob Sallinger made a case to wait until the FAA had made a ruling on the use of

**Glancy, Lise**

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**From:** FRED STOVEL [fstovel@comcast.net]  
**Sent:** Monday, March 14, 2011 11:00 AM  
**To:** karla.moore-love@portlandoregon.gov; Neibert, Elise  
**Cc:** Glancy, Lise; Lea & Erwin Bergman; John Weigant; Alison Stoll  
**Subject:** Testimony for the Airport Futures Joint Hearing - March 16

Council Members and Port Commissioners:

The dream of the 20 founding members of Airport Issues Roundtable (AIR) comes to birth in the documents before you tonight. In 1997 we knew that there had to be a better way to plan and control the growth of a major airport in our backyards. We wanted to find a way to get the City, Port, and neighbors speaking clearly about the opportunities and problems at the same table. Once all the players sat at the same table, the results were almost assured.

Now we have confidence that the Community Advisory Committee will carry on the open discussion and provide insight to the planners and decision makers as the needs of air travel and our cities change.

As the Advisory Committee presses forward, AIR sees its role in citizen involvement finished. We ask Commissioner Saltzman to dissolve AIR and take a special interest in the output of the CAC.

Thank you all for your kind support.

Fred Stovel  
PAG Member  
Last Chair of AIR  
3125 NE 52nd Ave  
Portland OR 97213



CONCORDIA  
UNIVERSITY

March 14, 2011

Council Members and Port Commissioners:

It has been both a privilege and honor to serve as a member of PAG over the last three years representing the Office of Neighborhood Involvement. I would have preferred to deliver this message in person but business travel prevented me from doing so. The absence of my personal presence to testify should in no way minimize my personal support for this project.

What started out as the most ambitious public outreach project I have ever been involved in turned into an outstanding example of how divergent opinions and points of view on a topic as broad as PDX can be balanced and molded into very cohesive and effective recommendations based on what is economically realistic, environmentally responsible, and socially accepted.

Based on my experience in the Public Involvement Subcommittee I can assure both the City Council and Port Commissioners that this project received an extreme degree of public review, comment and assessment. The ongoing PDX Community Advisory Committee is just one example of a direct citizen driven outcome.

The combination of very dedicated Port and City staff along with an equally committed group of citizens has developed a set of recommendations that should receive your unanimous support.

Thanks again for the opportunity to serve.

Sincerely,

Dennis Stoecklin  
Chief Financial Officer



Glancy, Lise

---

**From:** Alan Hargrave [AHargrave@Portvanusa.com]  
**Sent:** Tuesday, March 15, 2011 10:57 AM  
**To:** karla.moore-love@portofportland.com; neibert@portofportland.com  
**Cc:** Glancy, Lise  
**Subject:** 3-16-11 Airport Futures Joint Hearing

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March 15, 2011

Port Commission and Portland City Council

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Alan Hargrave  
Clark County Neighborhoods

**Alan Hargrave**  
*Project Manager*  
3103 NW Lower River Road, Vancouver, WA 98660  
Direct: 360.213.1244 | Main: 360.693.3611  
[ahargrave@portvanusa.com](mailto:ahargrave@portvanusa.com) | [www.portvanusa.com](http://www.portvanusa.com)

 Port of Vancouver USA

*Welcome to the Port of Possibility*

## Memorandum

To: City of Portland Commissioners  
 Port of Portland Commissioners

From: John Weigant, Representative to PAG from AIR (Airport Issues Roundtable)

Date: March 16, 2011

Re: 1. Testimony in support of Planning Advisory Group (PAG) recommendations  
 2. Special thanks to Commissioner Dan Saltzman and Port Executive Director Bill Wyatt

1. Please accept this written testimony in lieu of personal testimony. I am in Florida for the month of March on a family vacation.
2. History. In 1997, the Port produced a Master Plan for PDX that many neighborhoods felt was both inappropriate and unrealistic. It called for a long third runway by 2020. The projections were wildly optimistic, based on assumptions like oil remaining a \$10/barrel through the year 2020. Increasing air traffic had increased noise impacts on neighborhoods to levels intolerable for many. Neighborhood complaints to the Port generally received the same answer: it's what passengers wanted, and the Port's business was to meet their needs, within the limits allowed by the FAA.
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5. The IGA Phase. The Port, recognizing the effort of preparing new CUPs every 10 years, and the uncertainty of moving forward in the face substantial citizen resistance, saw that the Plan District approach recommended by BoP's white paper had merit. It agreed, therefore, to fund the preparation of a new land use process in parallel with its own need for a new Master Plan. Near-weekly meetings were held with Port and City Staff, with full participation by AIR and other citizen members, to craft, with intense citizen involvement, an IGA to prepare a new land use plan. AIR noted with gratitude a change of attitude by Port Staff, seeking to accommodate citizen concerns wherever possible. AIR attributes this new attitude to the influence of Bill Wyatt, the Port's new Executive Director. Not only was strong citizen participation built into the process, but sustainability was adopted as a major guiding principle. A skilled and high-level facilitator was jointly selected. Commissioner Saltzman continued to provide staff support, although ONI was no longer his Bureau. He had made AIR a formal advisory committee to him. Budgetary limitations delayed implementation of the process for nearly two years.
6. The Planning Advisory Group Phase. The PAG was designed on two levels. The PAG itself would be kept to manageable size, with representative of all major constituencies. However, much of the development work would be done at a committee level with full participation and voting by any interested person. Many, many meetings were held to hammer out the details of the new Master Plan and the new Land Use Plan. The Master Plan's consulting firm was lead by C. F. Booth, with over 20 years of master plan consulting experience. Many innovative approaches were used. Near the end of

184521

**Parsons, Susan**

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**From:** Parsons, Susan  
**Sent:** Monday, March 14, 2011 4:28 PM  
**To:** Ruiz, Amy; Adams, Sam; Commissioner Fish; Commissioner Fritz; Leonard, Randy; Saltzman, Dan  
**Subject:** FW: Airport Futures Lai-Lani Ovalles testimony

**Sue Parsons**

Assistant Council Clerk  
City of Portland  
503.823.4085  
Susan.Parsons@portlandoregon.gov

---

**From:** Sugnet, Jay  
**Sent:** Monday, March 14, 2011 11:43 AM  
**To:** Parsons, Susan  
**Cc:** Glancy, Lise  
**Subject:** FW: Your Participation in Wed., 3/16 6 pm Joint Airport Futures Hearing -- please RSVP

Sue - more testimony for the record...

---

**From:** Lai-Lani Ovalles [mailto:lailanio@nayapdx.org]  
**Sent:** Monday, March 14, 2011 10:56 AM  
**To:** Glancy, Lise  
**Cc:** Sugnet, Jay  
**Subject:** RE: Your Participation in Wed., 3/16 6 pm Joint Airport Futures Hearing -- please RSVP

Hi Lise -

I received your message and unfortunately, I am not available for the Joint meeting this Wednesday.

Please read/share the statement and encourage the support from the Planning & Sustainability Commission

**Lai Lani Ovalles, Planning Commissioner**

Represented the Portland Planning Commission (now the Portland Planning and Sustainability Commission). I filled in after a year for Catherine Ciarlo. After 3 hearings, Planning Commission forwarded its recommendation in support of the Airport Futures package in August 2010.

Package is largely intact (with the exception of the environmental overlays on the non-Port industrial properties). Encourage your support.

Thank you,

Lai-Lani Ovalles

Indigenous Community Engagement Coordinator  
Native American Youth & Family Center  
[www.nayapdx.org](http://www.nayapdx.org)

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This e-mail may contain information that is privileged, confidential, or otherwise exempt from disclosure under applicable law. If you are not the addressee or it appears from the context or otherwise that you have received this e-mail in error, please advise me immediately by reply e-mail, keep the contents confidential, and immediately delete the message and any attachments from your system.

\*\*\*\*\*

3/14/2011

184521

**Parsons, Susan**

**From:** Sugnet, Jay  
**Sent:** Monday, March 14, 2011 12:01 PM  
**To:** Parsons, Susan  
**Subject:** FW: Comments on Airport Futures  
More testimony...

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**From:** Maryhelen Kincaid [mailto:jamasu88@msn.com]  
**Sent:** Saturday, March 12, 2011 9:17 PM  
**To:** Adams, Sam; Commissioner Fritz; Commissioner Fish; Commissioner Saltzman; Leonard, Randy  
**Cc:** Griffin-Valade, Tom; Glancy, Lise; Chris Corich; Sugnet, Jay  
**Subject:** Comments on Airport Futures

Dear Council Members,

I am sending you this email ahead of your joint meeting with the Port Commission on Wednesday because I may leave some of this out, or it won't fit into my 3 minutes.

I was the Airport Futures Public Advisory Group (PAG) representative for the North Portland Neighborhood Services coalition of neighborhoods. Over the course of 4 years I met numerous times with the coalition chairs group (11 neighborhoods), the coalition land use group and several neighborhoods. Additionally I kept staff informed of issues as they arose, and helped schedule informational meetings for stakeholders.

I think the Airport Futures Project should be approved as it is presented to Council and the Port Commission on March 16th. While I may not have always said that, a lot of effort by a number of folks in these final months and weeks has fine tuned the IGAs and brought the project to a point where I believe there is a consensus agreement among all parties involved.

Many people will comment on a variety of topics of the Airport Futures Project. My comments will be directed to the areas that most affected NPNS and related neighborhoods.

A previous point of contention on proposed environmental overlay zones has, for the most part, disappeared because of the removal of non-Port owned industrial zoned properties, and I understand the golf courses have reached agreement on about 95% of their issues with the proposal. As the NPNS representative to PAG, and land use chair of East Columbia Neighborhood (ECNA), I was more intimately involved than most PAG members in the proposed creation of the Middle Columbia Slough District which includes the environmental overlay zoning on non-Port owned properties in our neighborhood. When this proposal was first introduced with a public notice there was a great deal of resistance in the business community, with the golf courses, and with ECNA residential landowners. City and Port staff held informational meetings, performed numerous site visits, and responded to many individual questions and requests for information. The recent decision from LUBA on the River Plan caused the City staff to remove the proposed environmental overlay zoning on the industrial land in the proposed new district, and as such, the businesses have moved away from opposition. City staff left the proposed environmental overlays on residential land. That part of the proposal - environmental zoning on non-Port property in the Airport Master plan - caused the most controversy in our neighborhood. While it has been explained many times, there are those who still don't understand the concept that it is part of the City's land use plan, as a result of the airport's master plan. I suspect there will be one or two landowners from our neighborhood who will testify against the proposed zoning on residential land. Some will argue that "non-Port" property should not be in the Airport Futures Plan. They don't (or choose not to) see the correlation to the Natural Resources Inventory efforts of the City. To my knowledge, and in conversations with many neighbors, there is not any large scale opposition to the proposed zoning beyond these few neighbors. It has been difficult explaining the concepts of the City's efforts to protect

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valuable resources to folks who have different views on the value of natural habitat.

As you know our neighborhood has appealed several land use decisions (not successfully) and expressed a strong desire to preserve the unique environment of our neighborhood. I believe this is an opportunity to preserve natural habitat. I agree it is painful for some landowners. As Irma Valdez (Planning Commission) said "there are no guarantees when you purchase property that it will have the same or increased value in the future." City staff made numerous visits to residential properties in our neighborhood, made some mapping changes based on those visits, and I think they have a good proposal now.

On the natural resources mitigation issues of Airport Futures, there was great discussion over the language and commitment in the IGAs regarding mitigation for natural resources. The original joint meeting of City Council and the Port Commission was postponed because Bob Sallinger made a case to wait until the FAA had made a ruling on the use of airport funds for mitigation. I supported his effort because I, too, wanted to get the FAA's decision before accepting the package. In the beginning that was not a popular stance but eventually the rest of PAG agreed with us. The Port went to great lengths to get the FAA to agree to mitigation on Government Island. The Port took the request to Washington DC and hired a former FAA regulatory specialist to present a case to the FAA on the natural resource mitigation piece and asked the FAA to agree to unprecedented mitigation. The Government Island approach to mitigation and the tree planting in the slough is above and beyond anything the FAA has ever agreed to do. The Port has pushed the envelope with the FAA on sustainability work and I believe should be recognized for that effort. The Port's Environmental Manager continues to work with the FAA on the FAA's new sustainability initiatives and I believe PDX is positioned to be a model for all US airports on the issues of sustainability and natural resource protections. The Airports Council International awarded the Port the 2010 Environmental Achievement Award in recognition of their efforts in the area of outreach, education and community involvement. Additionally the Port committed to spending money on slough enhancement projects, either by further continuing to pursue FAA approval or through other funds available to the Port. This, too, is unprecedented. There were some committee members who believed the Port should fund other types of activities such as picnics and community gardens in the impacted neighborhoods. I personally don't support funding those types of activities with these funds, even though our neighborhood would be a prime candidate. I support using the mitigation funds for what they are intended - enhancement of the Columbia Slough. One of the charges of the yet to be formed public involvement committee will be to oversee the mitigation and how it is applied. I look forward to the innovative work that will come from those efforts.

The challenges I see ahead are in the sustainability of the process that worked so well for PAG. Consensus and collaboration were amazing. There was an incredible amount of work put in by staff. As facilitator, Sam Imperati kept the staff and diverse group of PAG members, on track and engaged. If I were to find fault with anything it would be with the PAG members who brought personal agendas to the table and clearly did not represent, or listen to, a public or constituent opinion. It is my hope that the jurisdictions and agencies who will appoint members to the new community advisory committee will consider the abilities of their appointees to represent and understand a variety of opinions, respect differing opinions, and work with other members to reach consensus.

I think it should be noted that the Airport Futures project was a huge success in terms of committee participation, public information, and community involvement. This project should be used as a model for projects of this magnitude. As the City moves forward on large scale projects I would suggest using some of the techniques and best practices used in Airport Futures.

I feel fortunate to be a part of the PAG and the product we produced. I certainly learned a lot, met interesting people, and felt like I made a contribution to an unprecedented process soon to be memorialized in documents. It was a tremendous opportunity that I will always value.

Best regards,

Maryhelen Kincaid

184521

**Parsons, Susan**

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**From:** Miner, Peggy  
**Sent:** Monday, March 14, 2011 10:42 AM  
**To:** Parsons, Susan  
**Subject:** FW: Mmo from Dean to Council re Airport Futures Plan.pdf - Adobe Acrobat Professional  
**Attachments:** Mmo from Dean to Council re Airport Futures Plan.pdf

Hi Sue, as Karla is out, I'm forwarding this ltr to you. Many thanks.

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**From:** Miner, Peggy  
**Sent:** Monday, March 14, 2011 10:41 AM  
**To:** Moore-Love, Karla  
**Cc:** Anderson, Susan; Sugnet, Jay; Helzer, David; Hendrickson, Nancy  
**Subject:** Mmo from Dean to Council re Airport Futures Plan.pdf - Adobe Acrobat Professional

Hi Karla, attached is a ltr from BES in support of the Wed, March 16, Time Certain re Airport Futures. Dave Helzer is the point of contact if you need further information.

Thanks so much.

3/14/2011



# CITY OF PORTLAND ENVIRONMENTAL SERVICES



1120 SW Fifth Avenue, Room 1000, Portland, Oregon 97204 ■ Dan Saltzman, Commissioner ■ Dean Marriott, Director

Mayor Sam Adams  
Commissioner Nick Fish  
Commissioner Amanda Fritz  
Commissioner Randy Leonard  
Commissioner Dan Saltzman

March 16, 2011

Dear Mayor and City Commissioners:

The Bureau of Environmental Services is writing to express support for the proposed Airport Futures Land Use Plan and the associated Zoning Code and map amendments. The Portland International Airport and the Columbia Slough and its watershed share important economic and natural resources.

The Proposed Plan District and the Natural Resources Agreement between the City and the Port of Portland provide a means to implement resource protection called for under the City's adopted *Portland Watershed Management Plan*. The Bureau supports the change from conservation to protection environmental overlay along the Slough as consistent with protecting the water quality of the Slough, and consistent with the eastern part of the watershed. It will be important to resolve the industrial lands inventory analysis soon in order to be able to apply the protection zones on the important natural resources in the industrial zones.

1. Riparian buffers are essential for watershed health. These areas provide multiple functions including filtering stormwater to protect water quality, the protection of wildlife habitat, and shade which is vital to maintaining water temperatures. We strongly urge protection of all existing vegetation within a 50-foot buffer. We simply cannot afford to lose any of the remaining riparian buffers along the Slough.
2. The City has an obligation under the federal Clean Water Act to help the Columbia Slough meet its established water quality standards. This obligation is the driving force behind Oregon DEQ's requirements on the City to help restore water quality in the Slough. A 50-foot buffer of protection will move us toward meeting that goal. DEQ requirements highlight the importance of all trees near a water body in order to keep water temperatures cooler. Every tree helps the City meet required targets.
3. The City has invested well over \$100 million of public dollars on improvements to the Columbia Slough and its watershed. Allowing development or re-development within the 50-foot zone, sometimes right up to top of the bank, perpetuates a cycle of adverse impact to the system. Without adequate buffers, the system will not continue to improve, and the public's investment will have been wasted. We strongly urge protection of all existing trees within 50-feet from top of bank.

The goal of the *Portland Watershed Management Plan* is to improve watershed health. This Plan District will help achieve that goal. The Natural Resources Agreement between the Port of Portland and the City constitutes an import part of the code package. This agreement will provide mitigation at Government Island for unavoidable impacts at the Airport. A significant feature of the agreement is that the Port will provide mitigation in advance of impact, which is a very responsible way to develop. Beyond mitigation, the Port also has committed to a 25-year program of planting trees throughout the watershed and enhancing the Columbia Slough. BES looks forward to being a partner in these restoration efforts.

Sincerely,

Dean Marriott, Director

184521

**Parsons, Susan**

**From:** FRED STOVEL [fstovel@comcast.net]  
**Sent:** Monday, March 14, 2011 11:00 AM  
**To:** Moore-Love, Karla; elise.neibert@portofportland.com  
**Cc:** Glancy, Lise; Lea & Erwin Bergman; John Weigant; Stoll, Alison  
**Subject:** Stovel - Testimony for the Airport Futures Joint Hearing - March 16  
Council Members and Port Commissioners:

The dream of the 20 founding members of Airport Issues Roundtable (AIR) comes to birth in the documents before you tonight. In 1997 we knew that there had to be a better way to plan and control the growth of a major airport in our backyards. We wanted to find a way to get the City, Port, and neighbors speaking clearly about the opportunities and problems at the same table. Once all the players sat at the same table, the results were almost assured.

Now we have confidence that the Community Advisory Committee will carry on the open discussion and provide insight to the planners and decision makers as the needs of air travel and our cities change.

As the Advisory Committee presses forward, AIR sees its role in citizen involvement finished. We ask Commissioner Saltzman to dissolve AIR and take a special interest in the output of the CAC.

Thank you all for your kind support.

Fred Stovel  
PAG Member  
Last Chair of AIR  
3125 NE 52nd Ave  
Portland OR 97213

3/14/2011



184521

**Parsons, Susan**

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**From:** Denny Stoecklin [DStoecklin@cu-portland.edu]  
**Sent:** Monday, March 14, 2011 7:41 AM  
**To:** Moore-Love, Karla; elise.neibert@portofportland.com  
**Cc:** Glancy, Lise  
**Subject:** Testimony for Joint Council/Commission Meeting 3-16-11  
**Attachments:** 20110314073250368.pdf

Karla / Elise:

I have been a member of the Airport Futures project over the last three years but will be able to attend the joint City Council/Port Commission meeting on Wednesday March 16<sup>th</sup>.

Please submit the attached letter as testimony of my support for the committee recommendations.

**Dennis Stoecklin, CPA**

*Chief Financial Officer*  
**Concordia University**  
t 503-493-6501 f 503-280-8661  
c 503-860-8075  
2811 NE Holman Street Portland, OR 97211  
www.cu-portland.edu

3/14/2011



CONCORDIA  
UNIVERSITY

March 14, 2011

Council Members and Port Commissioners:

It has been both a privilege and honor to serve as a member of PAG over the last three years representing the Office of Neighborhood Involvement. I would have preferred to deliver this message in person but business travel prevented me from doing so. The absence of my personal presence to testify should in no way minimize my personal support for this project.

What started out as the most ambitious public outreach project I have ever been involved in turned into an outstanding example of how divergent opinions and points of view on a topic as broad as PDX can be balanced and molded into very cohesive and effective recommendations based on what is economically realistic, environmentally responsible, and socially accepted.

Based on my experience in the Public Involvement Subcommittee I can assure both the City Council and Port Commissioners that this project received an extreme degree of public review, comment and assessment. The ongoing PDX Community Advisory Committee is just one example of a direct citizen driven outcome.

The combination of very dedicated Port and City staff along with an equally committed group of citizens has developed a set of recommendations that should receive your unanimous support.

Thanks again for the opportunity to serve.

Sincerely,

Dennis Stoecklin  
Chief Financial Officer

184521

**Moore-Love, Karla**

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**From:** Commissioner Fritz  
**Sent:** Sunday, November 07, 2010 8:28 PM  
**To:** Moore-Love, Karla  
**Subject:** FW: Follow-up to discussions regarding Airport Futures (Done-KML)

Please add this to the record for Airport Futures, since I forwarded it to two additional Council members.

Amanda Fritz  
Commissioner, City of Portland

Please note new e-mail address: [amanda@portlandoregon.gov](mailto:amanda@portlandoregon.gov)

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**From:** Bob Sallinger [mailto:[bsallinger@audubonportland.org](mailto:bsallinger@audubonportland.org)]  
**Sent:** Friday, November 05, 2010 11:11 AM  
**To:** Commissioner Fritz; Adams, Sam  
**Cc:** Howard, Patti; Ruiz, Amy; 'Mike Houck'; Zehnder, Joe; Brooks, Mindy (Planning); Anderson, Susan; Bizeau, Tom  
**Subject:** Follow-up to discussions regarding Airport Futures

Mayor Adams and Commissioner Fritz,

Thank you for taking the time to meet with me yesterday and last Friday. I wanted to follow-up with some additional information regarding the proposed p-zones in the Airport Futures Plan District. I spent a bunch of time on the phone with Planning Bureau staff and they reconfirmed many of my understandings of how the P-zones would be implemented. I believe that many of the issues raised by the CCA have already been addressed and this jibes well with my recollection of the extended planning bureau process:

1. The new code explicitly addresses the concern that if a property owner lays back the banks and does restoration, it will cause the P-zone to move further back on their property. The new code specifies that the 50 foot p-zone will be measured from the top of bank before the restoration activities occur.
2. The city does have existing mechanisms to help property owners restore their property. The reveg program will partner with property owners on the cost of planting and maintaining the riparian zones and will provide 5 years of maintenance. However the city will only do this if the restoration area is in a p-zone so that it can ensure that the city's investment will be permanently protected.
3. The P-zone does allow reasonable flexibility on developed areas within the P-zone
  - a. Property owners can rebuild any existing structure within the p-zone. The new structure must remain within the existing footprint but they can build higher. This is by right---the city could not force a property owner to build elsewhere if they meet this condition even if there is other available space.
  - b. Property owners can utilize their paved or gravel areas for activities consistent with those paved or gravel areas. There can store things, park vehicles, etc, etc. The pallet example raised by Corky is a case in point---a business could absolutely place and remove pallets on

the paved or gravel areas inside a p-zone. The only thing they could not do is place hazardous materials inside the p-zone which is also the case under a c-zone as well.

4. According to the Planning Bureau, the properties being highlighted are constrained by their size, not by the potential p-zones. Staff seemed to reject the notion that a p-zone would exacerbate their challenges.
5. Their are fairness and equity issues with carving out special situations for specific properties. Making exceptions for individual properties opens up a Pandora's box of reasons why each and every property has unique challenges and needs. I think that this is a really slippery slope...

I will go out with Corky next Friday so that we can look at the specific sites of concern. However, I am going to insist that Planning Bureau staff also be allowed to participate. Based on the process to date and the Planning Bureaus assessment, I continue to question whether these issues are real, perceived or contrived. I think the Planning Bureau has substantive answers for most if not all of them and it is unfortunate that they were not included on the tours that have already occurred. I want somebody present who can cite chapter and verse of the code when questions arise.

Thanks for your consideration of these issues.

Best

Bob

Bob Sallinger  
Conservation Director  
Audubon Society of Portland  
5151 NW Cornell Road  
Portland, OR 97210

(503) 292-9501 ext. 110

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**Moore-Love, Karla**

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**From:** Fritz, Amanda  
**Sent:** Friday, October 29, 2010 10:06 AM  
**To:** Moore-Love, Karla  
**Subject:** FW: TRIM: November 3rd, Joint Port/City Council hearing postponed.

**TRIM Record Number:** 10/EM/51626

For the record.

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**From:** Anderson, Susan  
**Sent:** Friday, October 29, 2010 9:49 AM  
**To:** Adams, Sam; Saltzman, Dan; Fish, Nick; Fritz, Amanda; Leonard, Randy  
**Cc:** Sugnet, Jay; Zehnder, Joe; Ruiz, Amy  
**Subject:** TRIM: November 3rd, Joint Port/City Council hearing postponed.

Mayor Adams and Council Members:

The Port of Portland and City of Portland scheduled a joint hearing on the Airport Futures Plan for Wednesday, November 3rd at 6 pm.

In August, the Planning Commission made a recommendation to Council contingent on all issues with the Federal Aviation Administration being resolved. Staff scheduled the November 3rd hearing anticipating that the few remaining issues would be resolved well in advance of the hearing. Unfortunately, the FAA continues to raise concerns that may require more time to resolve.

City and Port staff committed to our advisory group to postpone the November 3rd joint hearing and wait until we have FAA concurrence on all issues before rescheduling a joint hearing. The Port continues to advocate with the FAA for Slough enhancement and tree planting -- both are essential elements of the overall Airport Futures package.

If you have any questions, please contact Jay Sugnet 503-5869.

Thank you,  
Susan

*Administrative Office*

2154 N.E. Broadway, Suite 200 · Portland, Oregon 97232-1590

Mailing Address: P.O. Box 12127 · Portland, Oregon 97212-0127

Phone 503-284-9005 Fax 503-284-5458

October 5, 2010

Jay Sugnet  
Project Manager, Airport Futures  
Planning & Sustainability  
City of Portland  
1900 SW 4<sup>th</sup> Avenue, Suite 7100  
Portland, Oregon 97201-5350

AUDITOR 10/08/10 PM 5:34

Dear Mr. Sugnet,

Thank you for your letter of September 30, 2010 in response to my letter of September 28, 2010.

I am going to rely on your interpretation of code 33.565.410-B and 33.565.410-C, wherein you state that enhancement regulations apply to new buildings, new payment areas or new gravel areas.

Per your suggestion I am sending the City Council Clerk, Karla Moore-Love a copy of my September 28, 2010 letter, your response letter of September 30, 2010, and a copy of this letter so it can be made part of the recording.

In closing the actions requested by the Port of Portland as it relates to the Airport is one thing and the environmental issues of property FAR removed from the Airport is another issue, whoever decided to put them together as one action is in my opinion trying to "slip something through" as I for one when receiving a notice dealing with the Airport would not give it a lot of thought and time as the property is not adjacent to the Airport.

Yours truly,  
Weston Investment Co. LLC



Joseph E. Weston

JW/ts

CC: Keith Vernon, Senior Vice President, Weston Investment Co. LLC  
Corky Collier, Executive Director, Columbia Corridor Association  
Karla Moore-Love, City Council Clerk, City of Portland, ✓  
1221 SW 4<sup>th</sup> Avenue, Room 140, Portland, Oregon 97204



City of Portland  
Bureau of

## Planning and Sustainability

Sam Adams, Mayor  
Susan Anderson, Director

### Planning

1900 S.W. 4th Ave., Ste. 7100  
Portland, OR 97201-5350

Phone 503-823-7700  
FAX 503-823-7800  
TTY 503-823-6868

### Sustainability

721 N.W. 9th Ave., Ste. 350  
Portland, OR 97209-3447

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OCT - 4 2010

AMERICAN PROPERTY MANAGEMENT

September 30, 2010

Joseph E. Weston  
Weston Investment Co. LLC  
PO Box 12127  
Portland, OR 97212-0127

Dear Mr. Weston,

In your letter of September 28, 2010, you requested a clarification on the Airport Futures code proposal relating to the enhancement standards for sites with environmental overlay zones (proposed section 33.565.410).

The code language is as follows:

### **33.565.410 Enhancement Standards for Sites with Environmental Overlay Zones**

- A. Purpose.** The regulations of this section ensure that the resource areas of specified sites will be revegetated with native plants and return to a native condition over time.
- B. Where and when these regulations apply.** These regulations apply to sites in the Middle Columbia Slough subdistrict where any portion of the site is within an environmental overlay zone. These regulations apply when new buildings, new pavement or new graveled areas are proposed on lots or sites which contain an environmental overlay zone on any portion of the lot or site.
- C. Resource area enhancement.** When new buildings, new pavement or new graveled areas are proposed on lots or sites which contain an environmental overlay zone on any portion of the lot or site, the resource area is required to be enhanced. The applicant must show that an area equivalent in size to at least 50 percent of the area proposed for development will be enhanced following one or more of the options described in Table 430-2 Minimum Site Enhancement Options. If the proposed development is less than 100 square feet, the minimum enhancement area will be 50 square feet.
- D. Adjustments and modifications.** Adjustments to the standards of this section are prohibited. However, modifications may be requested as part of a Type II Environmental Review.

Looking specifically at the structure of the code language, 33.565.410.B and 33.565.410.C identify when enhancement of the resource area (33.565.410.C) would be required. "These regulations apply when **new buildings, new pavement or new graveled areas are proposed** on lots or sites which contain an environmental overlay zone on any portion of the lot or site." [emphasis added].

Please note that this language is taken from the September 24, 2010 version of the Zoning Code Amendments of the City's Land Use Plan (the Planning Commission Recommended Draft), and that it is subject to change as part of the legislative process. In this regard, you may wish to testify, in writing or in person, to let City Council know if you have concerns. Send written testimony to the Council Clerk at 1221 SW 4th Avenue, Room 140, Portland OR 97204. Testimony may also be sent by FAX to 503-823-4571 or

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*Administrative Office*

2154 N.E. Broadway, Suite 200 · Portland, Oregon 97232-1590

Mailing Address: P.O. Box 12127 · Portland, Oregon 97212-0127

Phone 503-284-9005 Fax 503-284-5458

September 28, 2010

Jay Sugnet, Project Manager  
City of Portland Bureau of Planning and Sustainability  
1900 SW 4<sup>th</sup> Avenue, Suite 7100  
Portland, OR 97201-5380

RE: Airport Futures Land Use Plan

Dear Mr. Sugnet;

Weston Investment Co., LLC owns the Airport Business Park West, which is located at 7911 SE 33<sup>rd</sup> Avenue, Portland, Oregon 97211.

The subject site is fully developed with multiple improvements and paved parking to support the existing improvements (see survey and building plan attached).

When Weston Investment Co., LLC first received notice on May 24, 2010, of a possible land use modification for airport expansion and the possible modification of environmental overlay zones I called, and I believe I talked to you. At that time I was given the assurance that it would only affect our use of the land if we redeveloped the site at some future date or build additional buildings, since there was no intention to raze buildings or make major modifications. The only building modifications would be interior tenant improvements required for change of tenant.

I filed May 24, 2010 notice and my notes in the property file and gave it no further consideration.

It has now been brought to my attention that under the zoning code and map amendment section 33.565.410, that perhaps we should have some concerns.

What I am requesting is that a letter be supplied to Weston Investment Co., LLC stating our May 2010 understanding that these new possible regulation modifications apply to only new structures and supporting parking truck areas that may be built in the future.

184521

Will you please send the letter to my attention, and if you have any questions, please do not hesitate to call.

Yours truly,  
Weston Investment Co. LLC

Joseph E. Weston

Enclosure

CC: Keith R. Vernon, Sr. Vice President  
Corky Collier, Executive Director  
Columbia Corridor Association  
PO Box 55651  
Portland, OR 97238

JW/ji





184521

City of Portland  
Bureau of  
**Planning and  
Sustainability**

Sam Adams, Mayor  
Susan Anderson, Director

**Portland Planning  
Commission**

Don Hanson, President  
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Howard Shapiro, Vice President  
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Lai-Lani Ovalles  
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1900 S.W. 4th Ave., Ste. 7100  
Portland, OR 97201-5350  
Phone 503-823-7700  
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September 24, 2010  
Portland City Council  
Portland City Hall  
1221 SW 4th Avenue  
Portland, Oregon 97204

Dear Mayor Adams and Council Members:

On August 24, 2010, the Portland Planning Commission voted unanimously to forward the *Airport Futures City Land Use Plan* to City Council with a recommendation of approval.

In particular, the Commission recommends that Council:

1. Accept the *Airport Futures Planning Advisory Group's Final Report* that received a unanimous vote by a diverse, 30-member regional advisory group;
2. Adopt the City Land Use Plan, including Comprehensive Plan amendments that reflect the improved collaboration on airport issues and embrace principles of sustainability;
3. Enter into three intergovernmental agreements with the Port of Portland and City of Vancouver to ensure adequate mitigation of airport impacts and ongoing public involvement in airport planning and development decisions.

The Commission considered testimony at three hearings between June and August, 2010. Testifiers favored the collaborative Airport Futures project, but differed in their support or opposition to the proposed environmental overlay zoning for properties around the airport, as summarized below:

- Some property owners expressed concern about the amount of time available to understand the implications of the proposal and questioned the accuracy of mapped natural resources.
- Industrial interests voiced concern that the proposal does not adequately address the economic importance of these industrial lands, and that any additional regulations will place an undue burden on businesses, particularly the ones on smaller sites.
- Environmental interests testified that the proposal is already a compromise to a scientifically supported larger buffer and will not meet City objectives to improve watershed health and contribute towards compliance obligations in the slough.
- Many testifiers requested that the Commission separate the environmental program update from Airport Futures to allow for additional time and analysis.

Based on testimony, the Commission agreed to hold continuing hearings during the summer and directed staff to conduct additional site visits, perform outreach and correct any map errors. As a result, staff developed a revised proposal to give industrial sites additional flexibility to encourage redevelopment and associated resource enhancement. While we appreciate staff's efforts, the Commission heard little community support for the revised proposal and voted to forward the original Airport Futures Planning Advisory Group's recommended plan to the City Council.

The Commission recognizes the importance of the area as an industrial sanctuary, but we were also moved by testimony that urged the City to preserve and enhance a narrow environmental buffer along the slough over time. The Commission heard that this is needed not only to meet City goals, policies, and compliance obligations, but also as a legacy we all owe to future generations. We believe that the proposal before you recognizes and supports the long-term viability of industrial lands in the Columbia Corridor while providing a minimum level of protection for important natural resources.

Thank you for considering our recommendations.

Very truly yours,

Don Hanson, President  
Portland Planning Commission