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Portland Planning and Sustainability Commission

Tuesday, May 24, 2011

6-9pm

Meeting Minutes

Commissioners Present: Andre' Baugh, Karen Gray, Mike Houck, Gary Oxman, Howard Shapiro, Chris Smith

Commissioners Absent: Don Hanson, Lai-Lani Ovalles, Michelle Rudd, Jill Sherman, Irma Valdez

BPS Staff Present: Joe Zehnder, Chief Planner; Julie Ocken, PSC Coordinator; Deborah Stein, Supervising Planner; Matt Wickstrom, CPII; Eric Engstrom, Principal Planner

Other City Staff: Stuart Gwin, PBOT

Chair Baugh called the meeting to order at 6:03pm and provided an overview of the agenda.

60th Ave Station Area Project

Action: Hearing / Recommendation

Matt Wickstrom and Stuart Gwin presented

Documents Provided:

- 60th Ave Station Area existing and proposed conditions table
- BPS staff response to PSC questions at 04/12/2011 hearing
- BPS staff addendum dated 05/20/2011
- PBOT staff response to RCPNA transportation questions

Matt provided an overview of what has happened since 04/12/11 PSC hearing on this project:

- BPS staff provided a memo response to the PSC questions from the 04/12/11 meeting
- RCPNA sent a request for PBOT to review areas of concern; BPS met with PBOT to form a response to RCPNA
- Written testimony was received – noted in “other testimony” below
- BPS and PBOT staff met with Vice Chair of North Tabor NA
- BPS staff sent an updated memo to PSC members on May 20, 2011
- PBOT responded to RCPNA about their transportation concerns

Stuart commented on transportation in the station area:

- PBOT and BPS met with the neighborhood associations last week to discuss content of memo PSC received in the briefing packets
- Changes in zoning would not have significant impact on mobility – zoning proposals will not do harm in terms of transportation in the neighborhood
- PBOT will continue to work with the neighborhood about operational concerns over the next 6 months to one year

Commissioner Smith noted some traffic concerns could be handled soon, and some would require financial capital

- Stuart: To do significant changes (for example, a “road diet” for Halsey), this may take a while to get there due to limited finances, but we would be glad to lay out a plan with the neighborhoods.



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- Matt: We've contacted TriMet to look at safety issues on platform, TriMet is working on a response.

Commissioner Smith: The service station is planning to put in a convenience store — they can do this in current and proposed zoning.

- Matt: Most changes would be interior ones at the gas station; we would have to see plans to see if other adjustments would be needed.

There have been suggestions made about moving from the current zoning to the comprehensive plan zoning to go through design review. What are the standards?

- The design overlay zone needs to be applied with current zoning, not just with the comprehensive zone plan
- R5 zoning has been applied in a few areas outside historic areas. It's not out of the question for a D-overlay with R5 zoning, but it's not very common

Commissioner Shapiro: Throughout the process, there have been safety concerns raised. Can you be sure those will be addressed? I'm not comfortable pushing this through without making sure safety issues will be worked on.

- Stuart: We are working on the issues now; we may not have a solution for everything immediately, but we are trying to resolve transportation issues immediately.

Commissioner Gray: When we meet with communities and neighborhoods, some people don't always understand the answers from bureaus because they are very technical. What are the top 3 things people have been concerned about in your discussions?

- Matt: Design of infill; transportation and safety; and potential density of infill. People would like the design overlay while maintaining current density.

Testimony

- Bob Richardson, RCPNA (+ written testimony): a member of the RCPNA land use and transportation committee. As noted, the NA has had ongoing talks with PBOT and BPS. There are significant existing problems, especially that would need to be addressed with increases in density. We have 3 priority areas: 1. safety/access on the station overpass; 2. the NE Hassalo and NE 60th intersection and lack of sidewalks eastward; 3. the intersection of NE Halsey and NE 60th. Modest signalization changes could make a big improvement for the intersection at Halsey and 60th, so please work with PBOT to continue work on safety issues. We need to look at density done right with adequate infrastructure, not just the zoning.
- Allen Brown: a homeowner in the area. Please reject or modify with substantial changes the proposal. RCP has 166 properties that would be affected by the zoning changes; 66% are owner-occupied; this is an "old" residential neighborhood. Adoption of the changes would negatively affect livability and home valuation — with few people, there is less demand and prices go down. He favors the design overlay, which would remedy some of the challenges there have been with previous projects. The comprehensive plan called for Transit Oriented Development in the area, which was accomplished 10 years ago... but we don't need 2 TODs in the area. High density is not



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appropriate for the area. I oppose the residential zoning and think the comprehensive plan map designations need to be reviewed.

Commissioner Smith: There is RH zoning in the comp plan, and changing zoning now to match the comp plan would accelerate pace of changes, but wouldn't change what is allowed today.

- Allen: There is no room for development in the area aside from 2 vacant lots, but these shouldn't spur further development.

Commissioner Shapiro: Is there a way you would suggest we could pass this project on to City Council for support?

- Allen: I am in favor of the design overlay, which we would want over zoning. Safety concerns need to be addressed.

Commissioner Oxman: How would design overlay help situation?

- Allen: There were 2 recent RH developments in the area when we moved in. 1 was a 6-plex of condos, all of which sold, but parking is a challenge. The other is the "infamous Willow Place", also of 6 condos. Their front entrances do not face the street. People have no parking, and the building is too big for the lot; only 1 of the 6 units has sold.
- Bob: Guidelines go along with design overlay, including things like doorways facing the street, windows needing to engage with the street.
- Allen: The character of the neighborhood is single family residential. Any infill should work with neighborhood.
- Jacob Wollner, North Tabor NA vice chair. We've had feedback from single family home owners saying infill doesn't relate to the existing home character. We want to see a design overlay that reflects this. More importantly, we want safety for transit connections in and around neighborhood, which have not been prevalent (vs. freeway infrastructure being built). High quality, thoughtful infill and development is needed to address current safety issues. This plan is one piece of this. It's a good plan, a good start, but we need to get other agencies on the table to address safety and transportation issues.
- Terry Parker (+ written testimony), speaking for self as resident of community. The lightrail boardings at 60th Ave have been larger than expected since the station's beginning. Plus with the expansion of Providence, there is increased congestion on streets. I oppose the upzoning prior to review of the area as well as transportation updates needed. I do support design overlay. The PacWest property should be reevaluated as an opportunity site with potential housing on the side of the property facing Normandale Park.
- Robert Hawthorne, on behalf of Andrew Dryden (+ written testimony): Expressed support for project in its entirety. Infill will help bring investment to neighborhood.
- Tamara DeRidder, RCPNA land use and transportation committee. The NA opposes the automatic upzoning to comp plan density without property owner consent. We don't mind upzoning but want to make sure people are on board. We strongly support design review overlay – but medium density vs. high density has been discussed as the proper



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density for the area. We oppose upzoning until traffic and crosswalk issues have been reviewed. We do support the interim transportation improvements.

Commissioner Smith: I'm not sure about owner consent. I should be able to redevelop my property to a higher density if it is allowed. This is more about being informed than consent.

- Tamara: The comp plan does not show up on title reports or bills of sale. It would be a disservice to a property owner for them not to be at least have been talked to about what applies to your property.
- Joe Recker: I reviewed the comp plan before buying my house in the neighborhood about 3.5 years ago, and I see the change as a positive direction. New development contributes positively to the neighborhood. We do need to rebuild some of the local streets that don't currently have complete infrastructure. We already have excellent transit access with excess capacity to accommodate more boardings. Bus lines provide options as well. We are in a good location for the zoning change.
- Lisa Gorlin: There are safety solutions needed in neighborhood, including at the 60th Ave station. Still has lots needed to be done, and a decision should consider long-term solutions like bike boulevard treatments, traffic calming on Glisan for pedestrians or putting in a light at 63rd.

Chair Baugh closed testimony for this project.

Matt clarified that the differing Comprehensive Plan Map designations are not recorded in deeds. We've referred to this as "truth in advertising" – you see what you are buying.

Commissioner Smith: Why is the PacWest property not shown as opportunity site?

- Matt: It was early on, but we determined the level of investment is beyond what could expect turnover at a reasonable pace. In 2004 they went through Land Use Review and have brought all their operations up to code so they could continue their operations. There is also the potential that a future property owner would request a more intense zoning through a quasi-judicial process. If that was the case, large scale transportation improvements may be required, unlike the piecemeal improvements that the Zoning Map Amendment process triggers for residential properties.

Commissioner Smith: In design review, development has to meet a set of guidelines in code or go in front of design commission at staff level.

- Matt: It's a two track system. One track is to meet the Community Design Standards in the Zoning Code. The other track, if the Community Design Standards cannot be met, is to go through a discretionary Design Review. This review is done at the staff level with appeals going to the Design Commission and is based on the Community Design Standards.

Commissioner Oxman: What is the current design review overlay and standards? What if we change this as the community has requested? How would design overlay happen procedurally?

- Matt: The Community Design Standards require a front porch and main entrance facing the street and other aspects that create a friendlier street façade in general. If making



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additions, neighbors would have to meet community design standards as well. Design review does not regulate density, just aesthetics. This could be applied as part of the current zoning and would be carried over to comp plan zoning.

- Joe: In application, this could affect the developer.

Commissioner Oxman: Point 6 on the May 5th memo from BPS staff sites an intensity of 10,000 residents plus workers per half mile radius around the station vs. how much presented in testimony?

- Matt: This is about half of what was presented at the previous hearing.

Other Testimony Received

- Ed Gorman, RCPNA land use and transportation committee
- Michael Roth, Chair, RCPNA
- David Diggs
- Rami Abdalwahab
- Allen Brown
- Ron Stout
- Mike, Seven Virtues, North Tabor
- Tamay Primitivo
- Bill Lymm
- Rich Virkelyst

Chair Baugh stated the proposal to adopt the 60th Ave Community Project to Council including:

- changing residential zoning from R5 to R1 or RH (except for the two mid-block transitions areas);
- changing commercial zoning to CS (except for the two gas stations which remain CN2 with a CS Comp Plan Map designation);
- adding the design overlay zone throughout the station area;
- refining or elevating priority of transportation improvements.

Commissioner Smith: This is emblematic about what we are trying to do around the city; I like TOD but also know there is difference between density done right and density done wrong (e.g. the Pearl vs. 122nd Ave). The 60th area is somewhere in between. I have a concern about how fast we push density, and we need to push infrastructure with density. We need tools to better match the paces of each. What about funneling SDCs into capital projects to improve livability? Or like the Mayor has proposed, a micro-URA to capture taxes and funnel back into projects? I'm supportive of design overlay, but I'm not sure of zoning change at this point.

Commissioner Shapiro: I have the same concerns. Can we pass along a recommendation that basically supports the idea but with safety issues being addressed more immediately? We need to be careful on referring projects to Council about zoning issues.

Commissioner Houck: The design review and safety issues need to be strongly addressed in our letter.

Commissioner Shapiro moved to accept the proposal with the addition of addressing concerns about safety especially in the Commission's letter to Council. *Commissioner Houck* seconded.



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Chair Baugh: Transportation improvements are disconnected from zoning. They are long-term and very topical for the neighborhood. We have an opportunity to press this forward to get visibility for transportation concerns of the neighbors and bring them forward to Council. This area could look to a TGM grant as an opportunity for extra funds to look at the safety issues. TriMet is working on their letter. We can also come back in about 6 months to see how things are progressing. Zoning-wise, commercial zones seem to work; it's the residential that seem to be a question/problem. If we separate them, the design overlay seems to be a winner for all. When we do the comp plan, we will again address this issue even if we don't address it today.

Commissioner Smith: I support the design overlay and only commercial upzoning at this time.

Commissioner Smith proposed an amendment to the recommendation by removing upzoning of residential areas and adding a summary of comments about livability and safety aspects in the letter to Council.

The statement from the PSC is to approve the commercial rezoning with the Design Overlay Zone. Retain the residential zoning as is with the higher density Comprehensive Plan Map designation. Add the Design Overlay Zone to the current residential zoning.

Commissioner Shapiro seconded and the amended proposal passed unanimously.

(Y5 – Gray, Houck, Oxman, Shapiro, Smith)

Metro Climate Change Work

Action: Briefing

Councilor Rex Burkholder, Metro; Mike Hoglund, Metro; Kim Ellis, Metro

Documents Provided:

- Workplan summary
- Metro climate scenarios factsheet
- Metro regional GHG inventory factsheet

PowerPoint: <http://www.portlandonline.com/bps/index.cfm?c=41664&a=350554>

Rex Burkholder provided an overview about Metro's climate work and how relates to what Portland is doing.

- Metro is a leader in addressing climate change, especially in conservation efforts including recycling; solid waste; parks and open space; non-auto transportation; zoo exhibits
- In 2008, Metro had a resolution to adopt its definition about sustainability; they also adopted state targets for reductions in emissions
- The current Climate Smart Communities initiative is to look at internal operations in planning and for the region – an analysis of internal operations.
- Region 2040 Plan was adopted 17 years ago to look at how we can best target jobs and housing linked by high-quality transit
- The State of the Centers report shows data mapped by geographies and communities as Metro's assistance to local governments. This is a report that was just published and is



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available online at http://library.oregonmetro.gov/files//5-24-11_soc_final_-_web.pdf

- Because of our strong regional land use planning, Portland metro residents drive about 17% less than the rest of nation
- A regional approach is necessary – Portland is only about a quarter of the population of the metro area
- The Climate Smart Communities Scenarios look at how we increase collaborations, partnerships throughout the region to achieve the 6 adopted desired outcomes of:
 - Vibrant communities
 - Equity
 - Economic prosperity
 - Transportation choices
 - Clean air and water
 - Climate leadership
- Scenario planning in this case is specifically looking at how to reduce emissions from light-duty vehicles
- Overall goals are to revise the RTP, reduce GHG emissions and assist local governments to update plans to create vibrant community using less carbon and reducing emissions

Mike Hogle: Metro is looking for partnership opportunities with the work in the Portland Plan – to synch up with local governments' work

- Metro's mission and role
 - Charter in 1992 – with main mission that Metro “undertakes, as its most important service, planning and policy making to preserve and enhance the quality of life and the environment for themselves and for future generations”
 - Duties include transportation at the metro level; federal funding allocations to enhance communities; using the zoo as a focus of conservation education programs / outreach to community
 - Natural areas vital for adapting and preparing for future climate changes
- Metro council actions on climate change
 - Resolution 08-3931 – sustainability definition and climate action plan
 - 08-3971 – Climate Smart Communities Initiative
- Building on past innovation and successes – implementing actions to reduce GHG emissions
 - Region 2040 Plan and implementation
 - Community Investment Strategy and implementation
- Metro has numerous partnerships including:
 - TOD program
 - Preserving natural areas
 - The Intertwine
 - Nature in Neighborhoods program
- Metro's Climate Smart Communities
 - Through collaboration and partnerships, this initiative will build on plans from local jurisdictions
 - Refining evaluation methods – need to make sure we can adequately evaluate actions



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- Metro Area GHG Emissions inventory report is slightly different from Portland – the Metro inventory includes materials generated from elsewhere that we're driving demand for (not just those that are made in region)
- The goal of the inventory is to identify and manage risks and opportunities; to provide a baseline for regulatory and legislative development; collaborate with local governments, ODOT, TriMet and others; and set the stage for tools being developed
- The GHG emissions toolkit looks at projects and programs based on climate impacts; it is designed for project or building managers to evaluate options to minimize GHG emissions
- Climate Smart Communities Scenario Planning
 - HB 2001 & SB 1059 created the Oregon Sustainable Transportation Initiative
 - Target rulemaking advisory committee – 20% per capital GHG emission reduction by 2035 from light duty transportation sector
 - Currently, 15% of local emissions are from SUVs and light duty trucks
 - Transportation strategies include incentives for walking, biking, transit, low-carbon vehicles, shared options and complete pedestrian/bike networks
 - Work is also being done in reviewing technology and fleet mix; pricing options; and percentages of hybrids vs. cars/trucks – and looking at the change from 2005 to 2035, with specific goals for each category

Commissioner Smith: Will there be a report that shows the benefits for reducing GHG emissions?

- Mike: Yes, at a state level.

Research has shown that the top GHG reduction strategies are those that expand low GHG options and that reduce the amount people drive. For Metro's work, the state will give us the technology and fuels assumptions for us to include in our scenarios, leaving us to focus on the land use and transportation strategies highlighted in blue for our scenarios.

Early analysis by the state shows that 100 mpg economy is required to get within the 60-70% reduction range.

Metro will evaluate the alternative scenarios to see how they perform relative to the GHG targets and the other outcomes we are trying to achieve. The recently adopted RTP, Community Investment Strategy and the Regional Indicators project will provide direction on the measures we should use for this evaluation. These are the same types of evaluation measures being used in the State GHG analysis.

Scenarios timeline

- 2011 – phase 1 – understand choices; January 2012 report to state legislature
- 2012 – phase 2 – shaping the direction; November 2012 to confirm preferred scenario elements
- 2013-14 – phase 3 – building the strategy; June 2014 to adopt preferred strategy and begin implementation



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Commissioner Houck: My adaptation question was referred to but it's not in the materials. The CAP includes lots of discussion about adaptation, but seems like Metro's documents have no mention of climate adaptation, although Mr. Hogle did in his remarks. But, Mr. Hogle's remarks seem to indicate that Metro's view is adaptation work is met purely through their acquisition of natural areas. Urban/rural reserves and regional biodiversity are in Metro's purview. Where is adaptation piece in the scenario planning work?

- Rex: We are wrapping up 2 year effort, and the last component is an inventory/gap analysis about adaptation and preparation to respond to the Lower Willamette Report and other programs in the community. Also things such as proposing budget amendments to continue this work that is not covered in Scenario Planning is on the table.
- Mike: From the Scenario Planning perspective, natural areas are a base level. We're also thinking about adaptation of the built environment and are still looking at tradeoffs between adaptation and mitigation efforts. It is more expensive to adapt the built environment instead of looking at mitigation for long-term.

Commissioner Houck: In terms of adaptation, we expect more storm events in winter, expanded flood plains... so how do we build resiliency into natural systems. It's more about not putting homes where they shouldn't be. I want to be clear regarding what I am referring to vis a vis climate adaptation. I am not referring to the structural changes Mr. Hogle described with regard to elevating bridges, buildings and other physical structures. I am referring to the natural landscapes such as floodplains, steep slopes, fire hazard areas. Those are issues that Metro does have control over the extent that land use planning can impact where housing, commercial and industrial development are allowed---or not allowed. Acquisition and bringing natural areas into public ownership is one important strategy, but land use and regional growth management are also critical functions that Metro has and should use in the arena of climate adaptation strategies.

- Rex: Some things we don't control; there are huge impacts if we don't do mitigation, but this is global issue too.

Commissioner Shapiro: Air doesn't know boundaries, so Metro is a good place for this work. In terms of The Intertwine, I see this as an opportunity for ways to get around the region other than in cars. I encourage branding concept of The Intertwine.

- Mike: The Intertwine is a joint effort. Alliance's efforts include a regional conservation strategy that includes a chapter on climate change and ideas that could be implemented at the regional scale.

Commissioner Smith: I support The Intertwine. I also encourage Metro to be a sponsor of Sunday Parkways to promote these areas such as the Springwater Corridor. Tying back to the 60th Ave project, how do you make the "medicine go down with some sugar" on how we execute and communicate to a community about a strategy?

- Rex: We are talking about creating "high amenity communities". Most areas want more amenities, choices and options – which relate back to density since business and services need people. How do we help local communities redesign TSPs to get what they are missing.

Commissioner Houck: DOI will get additional funds to address climate change, biodiversity, green infrastructure. I also want to reiterate we are already doing lots of things to address



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mitigation and adaptation (for example the Healthy Connected Neighborhood strategy). The recent acquisition of 146 acres using stormwater fees is another example.

In Scenario Building, Metro is using Envision as well as Metropolitan's GreenStep... next spring. Draft preferred strategy by end of 2012 to transition into Phase 3.

- Joe: This timing is a little ahead of scenario planning for the Comprehensive Plan, but we want to synch it up to provide input into this thinking.
- Kim: There is a big impact on the RTP. We're already helping to mitigate climate change, but a hope is that we will reexamine investment priorities. We know there are lots of needs for all modes of travel, but are goal is to achieve all 6 outcomes while reducing GHG emissions.

Commissioner Gray: You noted equity is important. How do I see this in what you're doing?

- Mike: It is an emerging important piece to what we're doing. Our Indicators project with the City of Portland has an equity panel, which was developed through community leaders. We are analyzing race/ethnicity/other social economic factors, aligning services with low-income or other households of need. Will apply to this effort as investments impact. Social services, shopping at the local level also to be included.
- Rex: We are changing what we measure. In the RTP we measure costs of housing plus transportation. We are looking at what our investments affect in terms of locations where people live. Also we have started the OptIn panel to understand people's concerns, furthering our outreach to people.

Chair Baugh: In terms of the 122nd Ave community, we know the school district doesn't want any more density; transit doesn't work well there; the area is lacking sidewalks; jobs are not plentiful in the area, so people need to drive more. As we look at transit, this could cause gentrification and/or displace people. The conflict is if new TSP will address improved transit instead of basic needs.

- Rex: The climate action work will not address this, but regional planning efforts can. The 2040 goal is that everyone is prosperous. We have attempted at a regional level and failed on affordable housing strategy. In the current system, people who lack financial stability get priced out of areas. This remains one of the biggest tasks we have to work on in trying to make all neighborhoods great places to live.

Portland Plan - Buildable Lands Inventory

Action: Briefing

Eric Engstrom

PowerPoint: <http://www.portlandonline.com/bps/index.cfm?c=41664&a=350556>

Documents Provided:

- BLI documents: www.pdxplan.com/bli
- Update maps: www.pdxplan.com/atlas

This presentation is a preview of what the PSC will consider at the June 28 meeting, when we will finalize consideration of residential BLI, with a recommendation to City Council to adopt and deliver the BLI to the State as part of Periodic Review.



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Analysis here is based on the cCurrent Comprehensive Plan.

A Constraint identifies physical, regulatory and/or market factors that limit future housing and jobs.

Vacant or Underutilized Land describes what is capacity for growth and where growth may occur. Report w/map-like drawing includes the GIS methodology behind mapping.

A reminder is that forecasts are not targets – they are descriptions of what we think may happen, but we are not saying we prefer it. Using Metro 2009 forecasts, will be updating at Metro updates UGB decision.

BLI is part of the analysis and includes zoning and constraints assumptions. The steps are looking at:

1. Where is it possible for future development to occur?
2. looking at a default scenario – where we think growth will happen without changes
3. Adopting a preferred scenario – where we want growth to happen

Since December we have added an air quality and an earthquake hazard map; we have completed a Technical Methodology Report; and have added a “tipping point” for constraint model – that is, some sites have overlays of constraints, making them really difficult to consider. The threshold of 4+ constraints reduces capacity of these sites.

We do have sufficient capacity to meet Metro forecasts. But only about 16% is single-dwelling whereas the trend is more for multi-family units. We could have a potential shortfall in some housing types for some neighborhoods.

Next steps:

- Recalibrate maps with Metro allocation
- Update Employment Opportunities Analysis Report. This will come to the PSC in Fall 2011
- Evaluate default scenario
- Create a scenarios Report that describes some of the trade-offs

Scenarios Report – what is the Default Scenario?

- In some areas, you can't just look at past trends. This model fills an area then reallocates to other areas that still have capacity
- Many would land in Central City; Mt Tabor to Powell Butte; north Portland
- Single-family building would be more at the periphery

Commissioner Smith: My concern is that the left half (west side) has infrastructure to handle an increase, but the east side doesn't yet.

- Eric: This is one of the things we need to look at.

Chair Baugh: The I-205 area has capacity ability, but what about air quality there along the highway?



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- Eric: A map we added is the air quality risk factor map (p. 51) where you can see the DEQ modeling to see if people are in a risk area. This is the current map, not the 2035 map. Online we have a 2017 map, which actually shows many risk factors declining. We can look at how many people these scenarios are put in areas with poor air quality.

Chair Baugh: In the upcoming scenario with jobs, is there an assumption about jobs and income levels? How close will people be to their jobs? Looking at east county today, what are the job classifications and where are people traveling to? How do we get people close to their jobs with appropriate housing types and minimize transportation?

- Eric: On the jobs side, there are about 12 employment geographies throughout the city, representing different types of jobs. There is a map of employment opportunity areas showing this. On the residential side, we have housing units and feasible type mix based on zoning. Ignoring job type, there are many more jobs on west side than on the east side.

Commissioner Gray: I'm hoping it wouldn't be all one kind of housing and one kind of jobs. Hope we also talk about "mixed use jobs". We don't want people to be stuck in low-income jobs just based on where they live.

- Joe: When we look at scenarios, it brings up these types of questions. How do we use the growth coming to Portland to shape the neighborhoods in ways we desire? What about the ability to provide the services you desire to reshape different areas? New development can help shape development of hubs.

Commissioner Smith: This suggests beefing up Gateway as an employment hub for the city to give access to the workforce in east Portland. What is the framework for evaluating these choices?

- Joe: Gateway is zoned to be this employment hub, so we wouldn't have to change the zoning. But we may have artificially inflated land values by prematurely zoning this way.

Commissioner Smith: What about engagement with neighborhoods about this work?

- Eric: We sent communications and have proactively tried to engage NAs and District Coalitions; we've outlined the schedule; the citywide landuse group is engaged.

Chair Baugh: Regarding neighborhood engagement, we want to make sure we engage them in a way that says changes are coming, and there will be pressure on their systems. Again the discussion is not about density, but how do we do it right.

- Eric: The message is not that we need to upzone or increase density. The investment strategy is the main next step – looking at how we better get amenities in place in specific areas.

Commissioner Gray: The Gateway Education Center plan is to build good jobs, education that matches population living there so they can live, work, play where they are.

No further comments or questions were offered.

Chair Baugh adjourned the meeting at 8:53pm.