

Portland Planning and Sustainability Commission

Tuesday, June 14, 2011

12:30-3:00pm

Meeting Minutes

Commissioners Present: Andre' Baugh, Karen Gray (arrived 12:45pm), Don Hanson, Mike Houck, Lai-Lani Ovalles (arrived 12:50pm), Gary Oxman, Michelle Rudd, Howard Shapiro, Jill Sherman (arrived 12:38pm), Chris Smith

Commissioners Absent: Irma Valdez

BPS Staff Present: Joe Zehnder, Chief Planner; Julie Ocken, PSC Coordinator; Jay Sugnet, Senior Planner; Steve Dotterer, Principal Planner; Uma Krishnan, Demographer; Morgan Tracy, City Planner

Other City Staff Present: Kim McCarty, PHB; Mary Beth Henry, Cable Office; Brendan Finn, Commissioner Saltzman Chief of Staff; Patrick Sweeney, PBOT

Chair Baugh called the meeting to order at 12:34pm and provided an overview of the agenda.

Consideration of Minutes

05/10/11 and 05/24/11

Chair Baugh asked for any comments or edits by Commission members.

Commissioner Houck: In the Metro presentation on climate change work at our last meeting, I asked the question about adaptation. I then follow-up via e-mail, which you may have read. I want to be sure we continue to help moving forward with both mitigation and adaptation.

Commissioner Shapiro moved to approve both sets of minutes. The motion was seconded by *Commissioner Smith* and passed unanimously with an *aye* vote.

(Y6 – Hanson, Houck, Oxman, Rudd, Shapiro, Smith)

Hazelwood Apartment Tax Exemption

Action: Consent

Uma Krishnan; Kim McCarty, PHB

Documents Distributed:

- o Memo from PHBIC to PSC

Uma provided a brief overview of the project for the Commission. Hazelwood is a complex TOD tax abatement extension case with all units designated for people over 62 years. It is not a “new” application for extension. The previous Planning Commission had a full hearing on this exemption on June 3, 2008 and recommended to abate all 96 affordable units (80% of total units) for all 21 years of affordability contract. Based on guidelines by State and City code, the definition of low income used was 80% MFI. On June 25, 2008 City Council had a hearing and abated all 120 units as an extension for one year. The Council felt they needed a more comprehensive review of guidelines about abatements, which is the ongoing work the Big Look project is reviewing. At the end of the one year period, a further temporary extension was granted for another 2 years- until June 2011. Hence, Hazelwood will return to City Council later this month for a final decision.

The new financial feasibility analysis by PHB has same recommendation as Planning Commission did 3 years ago: to abate only the affordable units, the 96 units, for remaining 18 years of the contract.

The recommendation was approved of the Consent item with a unanimous *aye* vote (Y7 – Hanson, Houck, Oxman, Rudd, Shapiro, Sherman, Smith)

2010 Census

Action: Briefing

Steve Dotterrer, Uma Krishnan

Documents Distributed:

- Population Analysis Memo from to PSC

PowerPoint: <http://www.portlandonline.com/bps/index.cfm?c=41664&a=353502>

The information provided by the census is a point in time. It doesn't say where you lived previously, family status, etc. Some people have reached conclusions about what is happening about census tracts, but if we want to know more, there is lots more research and comparison to do. The census is now just the short form, meaning we just have a narrow data set available.

In Portland, our population grew by 10% – gain 54,000 people – between 2000 and 2010. Growth included fewer than 25 people due to annexation, which is quite different from previous years where the city incorporated areas such as east of I-205. We have gained nearly 161,000 people from 1980-2000, but in 1980-90 and 1990-2000, annexation contributed significantly to population growth. In contrast, for this past decade most of the growth is through a combination of natural causes and net migration.

Comparing Portland's share of growth to the regional population: Multnomah County grew 11% in the decade. The 3 county metro area grew 14%. The larger 7 county area grew 15%. Even though we are growing rapidly, Portland is gaining a declining share of the regional growth.

Commissioner Oxman: Are other area numbers exclusive of Portland?

- Steve: No, these are inclusive. So if we looked at the regions by themselves, omitting the Portland numbers, percentages would be higher.

Compared to other cities, Portland grew (in absolute numbers and percent growth) more than Denver, Minneapolis, San Francisco and San Jose, which are our peer cities for comparison. In this same time period, Chicago lost 200,000; in the decade before, Chicago gained 200,000. In contrast, Portland's growth is slow and steady versus more dramatic growth and decline spikes.

Racial distribution: Portland is about 75% white. We have seen change in race by category – an increase in people who self-identify as "Some other Race" or "Two or More Races" is greater than any other non-white group and is the fastest growing part of the population. This trend is, is similar to the rest of the country. It is difficult to compare to past statistics because we don't know how people have self-identified in the past.

Chair Baugh: When we look at change in Portland and ethnicity change, is Portland gaining more ethnicity as a percent of population than the rest of our area?

- Uma: We are not getting higher share but it is comparable to the rest of the region.

Commissioner Shapiro: The Asian population outweighs the African American population. Also, people identifying as more than one race is the overall sense in America. In the Portland area we keep hearing that we'll gain 1 million people over next years – how do these census numbers relate?

- Steve: 1 million is for region as a whole in 25 years. These numbers are indicative of the expected growth.

Historically communities of color have been undercounted. By doing community verify counts, we see significantly higher numbers. This chart is just race, not ethnicity.

Distribution: The highest percent of non-white people in Portland are east of 82nd and along Columbia Blvd, as well as in the Albina area. The map shows the areas around the airport, industrial area having gained in significant non-white population, but these areas have small populations in census tract – so percentage change is not a significant numerical change.. In the past we have had growth in small areas, but now the overall population growth is much more distributed throughout all city, though still with the heaviest concentrations are east of 82nd.

Ethnicity: Race and ethnicity are two separate and distinct concept for the Census Bureau. In 2010, 9.4% in Portland identified as Hispanic, 19,000 people (52% increase), but only a 7% increase for the Non-Hispanics.

Age distribution: We gained many in the 25-44 group. These are people likely to be having children in the future, so we may see increases in school children in next decade. There was also a decline in the percent of elderly living in Portland. This decline can be explained largely due to natural causes as the drop is in the 70-84 age group with significant increases in the 65-69 age cohorts.

Households: We are just beginning to get into the household information. Of the 583,000 residents, 566,000 live in households, with 17,000 in group quarters.

- Non-family households are people living alone and in non-family households
- Family households are married couple families and single-parent households

Tract analysis is another piece staff is starting to review. The greatest absolute gain is in tract #51 (Pearl/Old Town-China Town), and the greatest loss is in part of Rose City Park/Roseway. Until we get the full household information, we don't know why the changes have occurred.

Staff proposed to present information around the 20-minute analysis zones as part of the Portland Plan work; they should have information to share in the next 3-4 months.

Chair Baugh: Are you looking at any sort of migration influence? It would be interesting to look at relative to 20 min neighborhoods, PDC tracts, how it all lines up.

- Steve: We intend to tie to changes to our liaison districts. Information from the census is just a snapshot, so we can estimate the cause of changes but don't always know.
- Uma: We can look at the pattern of migration.

Chair Baugh: About income, can we look at changes and how they correspond to ethnicity?

- Steve: We can do this with ACS data. We have 2009 information, and they will have 2010 data later this year. The census doesn't ask for income information in the general short form that everyone receives.

Commissioner Sherman: The census asks for income, but only in the sampling form.

- Uma: The short form no longer asks about income, so the sample size has gotten smaller. Only 1 in 48 households get the sampling form. ACS comes out every year, and at end of the third and fifth years, they aggregate samples.

Chair Baugh: As we go into the fall with the Portland Plan, then into zoning with Comp Plan, this would be useful information.

Commissioner Hanson: It will be interesting to look at the data with the 20-minute overlay. Clear that things change at 82nd and I-205. The more we can learn about the neighborhoods and the edge can influence our decisions as we move ahead.

Commissioner Oxman: Do you collaborate with other people doing census analysis? This census snapshot population represents who was there before, died, moved out/in. Is there more detailed analysis of some of these areas (e.g. different fertility rates that could drive growth in different ways)?

- Uma: We don't necessarily work with them, but we follow what others are doing. We have different charges, but for tract comparability, we have a document and mapping that do match. We can work with other agencies in terms of data sharing to have an informed understanding about population changes.

Staff will return to the PSC with the income data and migration and changes associated mapped over the 20-minute neighborhoods prior to the fall Portland Plan hearings. We might not know causes, but we would know what the changes are, especially ay 82nd and I-205 boundaries; school district boundaries should show on maps in the future. PSC members would also like to see 2005-2009 income change for the whole city.

Commissioner Rudd: The economic downturn was about 2008-9. How do we deal with this piece of data and what went on then?

- Steve: The 2010-11 ACS data will help see this. We may be able to get this from non-ACS sources (e.g. State economic dept info, though this may be more around jobs than households).

Commissioner Oxman: Potentially we can look at mapping based on the percentage of people at levels of poverty for 2000 and 2010 to see the income distribution changes within city that we can then overlay with other factors – to see how these factors can affect each other. We can review priorities in the work we do where we can call out some specific areas for different approaches.

Commissioner Gray: The Coalition of Communities of Color report was done by population and income level. It would see like to see if you were looking at work that has come before this, and that could be a helpful reference.

- Uma: The then Planning Bureau was a Co-sponsor of this study and we do use this report.

Broadband Strategic Plan

Action: Briefing

Mary Beth Henry, Cable; Brendan Finn, Commissioner Saltzman office

Documents Distributed:

- Broadband Strategic Plan Executive Summary

PowerPoint presented via Prezi software. Presentation can be found online at:

- Part one - <http://www.youtube.com/watch?v=GXcCZISwoz0>
- Part two - <http://www.youtube.com/watch?v=M04k3IAWqSE>

Commissioner Smith participated in this planning process in a working group and offered an introduction to the project. Broadband is a critical piece of infrastructure since access to information via the Internet is critical to commerce, opportunity and quality of life. It needs to be affordable for all. We hope to synch this and incorporate it with the Portland Plan work as well.

Brendan did his graduate thesis on how broadband can be incorporated into planning projects.

“Connecting to our Future: Portland’s Broadband Strategic Plan”

Broadband is essential infrastructure, a key to economic prosperity and quality of life. Broadband is changing our environment, similar to electricity in the 20th Century, creating a transformational, global shift.

Fiber (high bandwidth, scalable, infinite capacity) and wireless (mobility and connectivity; requires fiber backhaul) are both essential.

Portland has been very active in looking at broadband. This project is building on what we've learned so far into this process.

We have a robust, competitive market of providers in the mid-level. At the consumer level, no one offers fiber to homes. But Verizon installed fiber to homes in the suburbs around Portland.

Mt Hood Regulatory Commission: Your Voice Communications Technology process to assess technology needs in Multnomah County. At the state level, there have been Broadband adoption surveys in state including the Portland area. Portlanders face equity issues in access to connectivity. Broadband is expensive and/or there is a lack of perceived relevance. Some of the relevance issues could be addressed with content targeted for specific groups (e.g. elderly), which could up adoption rates.

In Portland, 88% of the business community is small business, comprising 53% of the overall workforce. Employment spread throughout city, so we need all over city to help small business.

The strategic planning process includes:

Phase 1 – City Council unanimous accepted a resolution to establish a broadband plan (late 2010). A leadership team was created, followed by kick-off meetings and roundtables with community experts on specific topics.

Phase 2 – Engagement w/ONI and Center for Intercultural Organizing, doing video contest for underrepresented groups. A survey was offered in multiple languages.

Council work session – July 26, 2011

Council adoption – expected September 14, 2011

Key Themes

- Positively affect infrastructure and service
- Plan for optimal deployment
- Affordable and ubiquitous available for all community
- Create lifelong learners who can adopt rapid change

Triangle of broadband use possibility:

- Bottom of pyramid – accessibility
- Middle – adoption (affordability, understanding of how to use)
- Top – utilization (fully utilizing all potential... commerce, government service delivery, education platforms)

Initiatives throughout the world have been used to prepare for broadband:

- “dig once” policy – Santa Monica
- Fiber to wireless sites – leasing fiber to private industry
- Develop fiber incrementally
- Pilot fiber to homes – demo possibilities if you have gigabit opportunities
- Public/private fiber to the home partnerships

Goals of the plan:

- Attract innovative broadband-internet businesses to create knowledge
- Eliminate gaps in broadband capacity, equity, access and affordability
- Tech-skilled residents, students, small business and workforce
- Ensure planning, sustainability, dev activities promote use and adoption of broadband
- Future-oriented broadband policy

There are 13 key strategies and recommended actions, which correspond to the goals.

1. Attract innovative broadband-internet businesses to create knowledge
 - Prioritize capacity – like a “Big Pipe”
 - Attract R&D
 - Standards and Best Practices
2. Eliminate broadband gaps:
 - Neighborhood broadband hubs
 - Expand city capacity to address digital equity
 - Incent marketplace competition
3. Create tech-skilled and “ready to go” residents, students, small biz and workforce
 - Create broadband centers of excellence
 - Promote technical literacy and skills
 - Modernize and adopt telecommuting and remote work strategies and policies
4. Plug broadband into all planning, sustainability, development activities
5. Create future-oriented broadband policy and make digital inclusion part of city DNA.

Commissioner Smith: There was a vocal minority interested in the City becoming a broadband provider. This would be a rate-based venture like how the Water bureau operates. I’m interested in the question about how we leverage city assets to catapult us since we are well behind other countries – so we are at least peers on the international stage. The US is #16 in world in terms of broadband technology.

- Mary Beth: Several of the strategies will address this. We are hoping Council will direct us to develop a workplan. We have some fiber assets that may be able to be made available. A pilot project could demonstrate what is all possible. Fiber could be 1000 times as fast as wi-fi.

Commissioner Smith: The UN recently declared internet a basic human right.

Commissioner Shapiro: I can’t think of anything more important than stabilizing rates. Relating this to the Portland Plan and our equity work, providing Internet to all citizens in the city would be a huge piece. Internet has become critical to our way of life. In terms of education, kids without Internet access at home are at a serious disadvantage.

Commissioner Oxman: Are we at the point where the “copper hole” of Portland not having fiber is not strategically solvable?

- Mary Beth: We are hoping some pilots will address the question. The original feasibility study in 2007 estimated the overall city cost would be \$500 million. Costs have come down, but the demand for fiber is great.

Commissioner Sherman: Can you explain open-source and open-access?

- Mary Beth: We looked at the FCC at the federal level – which restricts our authority to require that infrastructure be open. We did not have authority, but Congress does. But this isn’t something we’re looking at closely now. Open source is a software area – underlying pieces are open for anyone to use, build on. Open source is not related to fiber/broadband, though.

Next Steps of the plan:

- Engagement
- Review and revise based on input. Plan is online
- Council worksession and adoption

Commissioner Smith: We're talking about fiber infrastructure, but what about wireless? There are sub-cultures of our population who will access Internet solely on phones, not at desks.

- Mary Beth: This is especially true in the Hispanic community. AT&T and Verizon have about 60% of our market, and soon AT&T will grow when they acquire TMobile. Some of the underlying policy issues can only be dealt with (by law) in Congress and at FCC. We are being as active as we can, but we need to understand what we can accomplish locally. We have more leverage over fiber because we manage the rights of way. The spectrum is controlled by the wireless companies.

Chair Baugh: This is in a sense very similar to adoption of solar in homes... in terms of early adopters, education, etc. Also, the Cool Schools program was just adopted. Is there some synergy that could be connected with broadband strategy, for example, with low-income families?

- Mary Beth: The "Homes with Tails" idea allows neighborhoods pool money to build a network to the main line. We would need a willing partner to allow us to do this connectivity. Many younger people are interesting in the Internet connection.

Chair Baugh: I just got back from Kansas City. What did Google see there that enticed them to develop the infrastructure there instead of here?

- Brendan: Kansas City owns its municipal electric network. Here they would have to negotiate "pole by pole". We know Portland is a good fit, but it is a very regulated industry. If changes aren't made at the federal level, we often have our hands tied.

Chair Baugh: The new streetcar system, at least in the plan requires lots of utility relocation. In terms of dropping in the conduit, it seems like this could be an opportunity to get the fiber to the neighborhoods with this development.

- Mary Beth: Yes, people were excited about the "drop once" plan, as were providers.
- Brendan: We oversee BES, and we have looked at this opportunity. The conduit is already going through the Big Pipe since we know river crossings are cumbersome. We should look at implementing a policy about when we're digging or creating crossings to add a conduit in the process.

Commissioner Sherman: The idea of putting in the conduit when digging is a great idea and makes sense. *Commissioner Hanson:* Also, construction projects in the right-of-way should have a conduit included.

Commissioner Smith: The Portland Plan tells us majority of housing being built will be multi-family. There is a different economics to getting fiber to multi-family versus single-family. There may be a regulatory strategy about new multi-family buildings to look at, especially because retrofitting more difficult than connecting with an initial installation.

Brendan: The Council worksession on July 26th will be to gather information. If the PSC wants to, we would like a recommendation, endorsement of plan, etc.

Commissioner Shapiro proposed the PSC drafts a recommendation to endorse program going forward, especially based on the equity plan. *Commissioner Hanson* supports this letter.

Commissioner Smith: We should highlight affordability, becoming competitive with international cities and leveraging city assets.

Joe: In terms of a formal endorsement to Council, we have given lots more deliberation to other ideas and plans versus this one.

Commissioner Hanson: While we are supportive, the statement in the letter could be along the lines of we are initially supportive, and that the plan has the right structure.

Barbur Corridor Concept Plan

Action: Scoping

Jay Sugnet, Morgan Tracy, Patrick Sweeney

PowerPoint: <http://www.portlandonline.com/bps/index.cfm?c=41664&a=353503>

Project team includes:

- Jay Sugnet – BPS Project Manager
- Morgan Tracy – BPS City Planner
- Patrick Sweeney – PBOT
- Amin Wahib – BES
- Shannon Axtel – BES
- Malu Wilkinson – Metro
- Dave Unsworth –Trimet
- Consultant team

The Southwest Corridor Study Area is a mobility corridor as defined by Metro. All forms of transportation are being reviewed. This is the initial concept planning phase, with policy changes and implementation phases to follow in the years ahead. As an example, if the region opted to build high-capacity transit in the SW corridor, it would not be available until 2023.

The Barbur Concept Plan area is a more focused portion of this larger planning effort.

Process

- BPS received a grant from Metro
- 18-month process starting Summer 2011
- Three focus areas:
 - Develop a vision
 - Identify potential nodes/station areas
 - Evaluate alternative scenarios
- Influence regional High Capacity Transit (HCT) discussion

The question: What is the mode, and what is the alignment? Metro will look at full range of options and alternatives.

SW Corridor Plan and Implementation Strategy

Purpose: Develop a coordinated investment strategy to implement a shared vision for the corridor. Various jurisdictions and organizations have a hand in this:

- Tigard Land Use Plan
- Tualatin Land Use Plan
- Metro/TriMet/ODOT transportation plan
- Alternatives analysis to determine mode and alignment

The overall focus is to integrate and create great places. It is much broader than just planning for transit, which have traditionally been the impetus for projects like this.

Scope: The Southwest Corridor is 14-miles long and generally follows Interstate 5 (I-5) and state highway OR99W (99W), which is Barbur Boulevard within the city of Portland. The highway continues southwest through the cities of Tigard, Tualatin, King City and Sherwood.

Arterials and bus service support movements in and through the corridor. The terrain is quite hilly in many areas. Pedestrian connectivity is limited and bicycle paths are discontinuous. The arterial, collector, and local street network in the vicinity of much of the corridor is winding and discontinuous as a result of the hilly topography and suburban style development patterns. Sidewalks and crosswalks are lacking in much of the area, which impedes walking to take transit or meet other needs.

The corridor serves as the primary southern gateway to the region, and as part of the West Coast Trade Corridor (from Canada to Mexico) is critical for freight mobility. The Corridor connects agricultural industries of the Willamette Valley to the Portland Central City and/or I-5 and OR 217. It also serves as an important route to Portland International Airport. Significant natural resource areas and open spaces exist along the corridor.

Mobility Corridors are:

- Interconnected system of multi-modal corridors that move people and goods
- Provide primary access to 2040 land uses
- Multi-jurisdictional

Why the SW Corridor?

- Serve major regional destinations
- Address the growing population in an already congested corridor
- Provide transportation options
- Reduce greenhouse gas emissions
- Increase access to affordable housing
- Enhance economic competitiveness
- Avoid or minimize environmental impacts

Projected Growth in the Corridor (source: Metro):

Population

- 2010: 140,000
- 2035: 206,000

Employment

- 2010: 163,000
- 2035: 251,000

Major Regional Destinations

Largest commercial, employment, educational and residential centers are all along the corridor including three within the city of Portland:

- Oregon Health & Science University
- Washington Square Regional Center
- Portland Community College
- Portland State University

Congestion and Access Issues

This corridor is part of 25 miles of the most highly congested corridors in the region

- limits reliability of bus service
- impedes workforce travel and the flow of goods for economic growth

Lacks 140 miles of sidewalks

- limits accessibility and opportunities for lower-income residents and non-driving residents

Next Steps

- Existing Conditions
- Neighborhood Walks
- Open House
- Detailed goals & criteria, alternatives
- Alternative analysis/investment strategies
- PSC briefing in 2012

Community Engagement will include:

- Community Working Group (CWG)
- Technical Advisory Group (TAG)
- Neighborhood walks in September
- Community forums at milestones
- Other tools (web site, focus groups)
- PSC involvement

Chair Baugh: Let's be sure to look at the corridor comprehensively in terms of transit, local businesses, multiple jurisdictions and open spaces.

Commissioner Houck: When talking about larger context, there is a bi-state regional plan. It would be great to start including trails as part of this package... e.g. the Red Electric, Fanno Creek and Westside trails, which could be potentially high-commuter trails.

- Jay: Part of the cross-section does show trails, and that will be included; this is not just about roadway transit.

Commissioner Shapiro: You noted you will study Barbur for a half mile on each side. A half mile to the east is the river.

- Jay: The study area is not yet fully defined. We will take into account all areas of impact.
- Patrick: Half a mile does cover a lot, but we will look at what the key feeder routes into Barbur are. Some areas don't have lots of direct connectivity. Where there are lots of feeder routes is where we'll likely focus on.

Commissioner Gray: Population-wise, the area of study has potential to grow 44% in next 25 years. What do you use to figure that growth?

- Jay: The growth number is based on Metro's projection for the area.
- Joe: That growth is for the full corridor. We think Metro has over-allocated the amount of possible growth in SW Portland based on our Portland Plan Buildable Lands Inventory analysis.

Commissioner Gray: It seems like this study involves many cities, and hopefully it will be a cohesive plan ultimately. How do you plan to stay connected to the rest of what is going on in the plan?

- Jay: Great question. There is a relationship between Metro, ODOT and TriMet. There will be a steering committee with the agencies and elected officials to provide the "glue". In the end, we do hope for a coordinated strategy.
- Joe: As a region, we have not done it this way before with land use and mobility rolling in to a transit-led planning process. We are building a governance structure to roll along with the full process. Inter-jurisdictional decision making can be difficult, and it could move into a shared implementation, which would be a very new way of working.

Commissioner Smith: I had opportunity to serve on Metro's high capacity plan effort. We built lots of transit near freeways. Now we're looking at the reverse model, which has worked well in Europe, to build transit near the land uses we want to serve. I'm happy with the integrated mobility concept to address the corridor and would be interested in working with the Community Working Group on behalf of the PSC.

Chair Baugh: Because this is a corridor where there is lots of small business, we need to be sure to engage everyone. There is a different economic model from downtown, and small business can take advantage of zoning since I don't think there is a big set of developers who own large tracks in the area.

PSC check-in process: The Commission would like to see the project return as goals and alternatives are developed. If our goals are different from other jurisdictions', we should be aware and look at them.

Director's Report

Joe Zehnder

- The two housing projects that came before PSC were both approved at City Council last week (Ash Street and Collins Circle).
- CC2035 Symposium this Friday on Historic Resources: 9-11:30am in 2500A.
- West Hayden Island worksession at Council this morning. The discussion was about a cost-benefit analysis to get clarity from Council about what they anticipate would be useful so we can scope the project properly. EcoNorthwest did the study with the conclusions to study a no-build option and an option about preferred concept development plan. This includes at most 300 acres for Port facilities and at least 500 acres habitat for restoration. There was also a request from the advisory group to look at a full rehabilitation for habitat, but this didn't come from Council.
- *Commissioner Houck:* Part of what the committee requested as to look at anticipation of the island being a significant mitigation site. Consultants would look at this as part of the 500 acre look.
- *Commissioner Hanson:* If the entire west end of island is set aside, that wouldn't preclude it from being enhanced for mitigation. There is large economic value for this area for the Port and others.
- *Chair Baugh:* There was also discussion about if this decision was made yet or not. In a broader sense, there was discussion about how to show benefits and costs in terms of jobs. How do we look at it from the Portland Plan perspective... to include jobs, transportation, etc? Are there things we could do as the PSC through the Portland Plan to make more benefits for Portland itself?
- Joe: There are two different ways decisions are being made in the plan: 1. the concept plan is a physical planning exercise with a set of criteria. 2. cost-benefit analysis, which was at the request of Council to look at the net investment of public/private funding, and what the return is; this could also include equity impacts, which we would have to define on how to evaluate. Within Portland's boundaries, the cost analysis will show which side the filter is on (city versus regional). We can try to parse this out.
- *Commissioner Hanson:* It is tricky to define the criteria.
- *Chair Baugh:* Interested in what affects job density and also whether jobs are given to Portland versus So Washington residents.
- *Commissioner Houck:* The council resolution is "up to 300 acres" and "at least 500 acres". Commissioner Fritz argued for a more regional view, especially because the Port of Vancouver has lots of land, so perhaps jobs there (limiting need for transportation) could be positive too.

Chair Baugh adjourned the meeting at 3:15pm.