

Portland Planning and Sustainability Commission

September 14, 2021

12:30 p.m.

Meeting Minutes

PSC Commissioners Present: Jeff Bachrach, Johnell Bell, Ben Bortolazzo, Jessica Gittemeier (left at 1:15 p.m.), Katie Larsell, Oriana Magnera, Valeria McWilliams, Steph Routh, Gabe Sheoships, Eli Spevak, Erica Thompson; 1 open position

City Staff Presenting: Andrea Durbin, Eric Engstrom; Kristin Hull, Eric Hesse, Bob Kellett (PBOT)

[Documents and Presentations for today's meeting](#)

Chair Spevak called the meeting to order at 12:31 p.m.

Chair Spevak: In keeping with the Oregon Public Meetings law, Statutory land use hearing requirements, and Title 33 of the Portland City Code, the Portland Planning and Sustainability Commission is holding this meeting virtually.

- All members of the PSC are attending remotely, and the City has made several avenues available for the public to watch the broadcast of this meeting.
- The PSC is taking these steps as a result of the COVID-19 pandemic and the need to limit in-person contact and promote social distancing. The pandemic is an emergency that threatens the public health, safety and welfare which requires us to meet remotely by electronic communications.
- Thank you all for your patience, humor, flexibility and understanding as we manage through this difficult situation to do the City's business.

Items of Interest from Commissioners

- *Commissioner Thompson* asked if we could have a brief update on the Fossil Fuel zoning at an upcoming PSC meeting.
- *Commissioner Routh* noted we're finalizing the Burnside Bridge letter the PSC discussed a few meetings back re: looking at bike/ped width, ramp connection, and transit service. We will share this draft with PSC members tomorrow and would like comments/feedback by Friday.

Director's Report

Andrea Durbin

- We will bring an update about the Fossil Fuels remand to the PSC shortly.
- Reminder that we have a Tribal Relations Training that PSC members can sign up for – please let Julie know if you're interested by this Friday. More details to come as we have them from the Office of Governmental Relations.

- We have heard from a quorum of PSC members to confirm the November meeting will move from 23 to 30 (5 p.m. start). December 14 will start at 5 p.m. instead of 12:30 p.m. for the RIP2 hearing.
- We concluded the listening sessions for our Chief Planner job description. The recruitment will start as soon as next week, and we will share the position announcement as soon as it's posted.

Consent Agenda

- Consideration of Minutes from the August 24, 2021 PSC meeting.

Commissioner Routh moved the Consent Agenda. *Commissioner Bachrach* seconded. The consent agenda passed.

(Y0 – Bachrach, Bell, Gittemeier, Larsell, Magnera, McWilliams, Routh, Sheoships, Spevak, Thompson)

Transportation System Plan

Briefing: Kristin Hull, Eric Hesse, Bob Kellett (PBOT)

Presentation

Disclosures

None.

Eric introduced the TSP and context for the work. We are early in the scoping process for the next update, and we'll be engaging with the PSC more for that work.

Bob introduced the TSP process, and why and how we use it.

The TSP is a 20-year plan that guides transportation policies and investments. It is an element of the Comprehensive Plan. It is consistent with the Regional Transportation Plan (RTP). It also complies with the Transportation Planning Goal 12 and the Transportation Planning Rule. Slide 4 shows the relationship of these various plans and other plans within Portland.

The first TSP in Portland was in 2002. There was a minor update in 2007, followed by the work on the TSP that works in conjunction with our current 2035 Comprehensive Plan. There was another small update last year to update classifications, projects, and policies.

There are nine overarching goals, many policies, as well as performance measures and targets in the TSP, which also live in Chapter 9 of the Comp Plan as well as chapters 3, 4, and 8.

Bob walked through the various components: street classifications, Master Street Plans, modal plans.

Implementation strategies include a list of future studies and refinement plans that have been identified by city, region, and state. This all feeds into transportation planning's work plan and planning grant opportunities.

Major Projects and Programs include a list of significant projects with anticipated timelines for completion. 10 TSP Programs complete system gaps, and the financial plan shows what money we actually have available to build out the system we want. The project list and financials have to work together, so we create a financially-constrained list and break it down into the anticipated timelines. We also identify projects we'd like to build if resources become available (unconstrained project list).

In the next TSP update, we need to:

- Update the planning horizon.
- Update the financial chapter to show resources to implement the plan.
- Update the Major Projects list to be consistent with our finances.
- Ensure the TSP is consistent with the Comp Plan, RTP, and state requirements.
- Update considerations and recommendations from Council-adopted plans.

Emergent themes we're highlighting in the update include transportation justice; climate change; equitable access; resiliency; and asset management. We also want to look at anti-displacement planning in this work and updating the TSP.

Commissioner McWilliams: The emergent themes resonate. For the evaluation criteria, are some "ranked" more than others (weighted)? I think equity should be a big bubble with everything else underneath it. Can we see the geographic distribution of projects?

- Bob: The graphic just shows the mix we used last time. We're not tied to that, nor the way we evaluate projects, and we want to get a better understanding from our community members and partners and how we think through that process.
- Eric: We are also using Results-Based Accountability in this work. We've framed this in a mindset of transportation justice in the upcoming work.

Commissioner Larsell: I would love to see the TSP include a really good plan for trees as well.

- Bob: This could fit with climate and resiliency for sure – in the public realm, how can we make it more livable and better?

Chair Spevak: The Streets 2035 briefing noted oversubscription of rights-of-way in their work. I'm hopeful that part of this plan is to resolve these conflicts in a thoughtful way. I hope there is also reflection about changing mode-split targets. We did lots in the past 5 years, but if our walking/biking percentages have not changed, we should think about this.

- Eric: This is a good connection to make in the work. Additionally, we are recognizing our strategic plan that notes we're not making the changes we need to; we're addressing these in our Big Moves plan. This builds on over 18 months with an equitable pricing task force, from whom we have lots of good recommendations, which we'll see at Council in October.

Commissioner Routh: In terms of climate and conversations in progress, at the state level, there is also rule-making being worked on with the climate change work. Where does that fit in?

- Bob: The state is looking at how to adjust regional plans and local TSPs to better address climate change – better mixes of projects and where the projects will be built. Looking at climate-friendly areas (e.g. the centers approach). There may be rules related to vehicle miles traveled (VMT)-reduction targets.

- Eric: We can provide information on the rule making, and we're meeting with BPS staff today about our recommendations on the proposed rules. We don't want to start in too much without the rules being updated, which is Q2 next year.

Commissioner Thompson: On the overall timeline and the opportunities for the PSC to weigh in – where are we? I echo the comments about equity and weighing/balancing the criteria. And I would add climate impact into an upper category. I also want to see, and I'm not sure if it's in the TSP, something that is more concrete about how we're going to get there.

Commissioner McWilliams: Thinking about climate change, how are you thinking the relationship between construction and sustainability is? E.g. using pervious pavement. Are there specific requirements that speak to construction strategies? In terms of contracting, we know transportation projects are very expensive – are there requirements to support diversifying the workforce? And what about a timeline for community engagement and how you're creating relationships with community-based organizations?

- Bob: The timeline for community engagement is that we're just starting on a plan. We've heard from organizational partners that people are over-extended, so we will look to leverage other (existing) outreach work. We will also work with the Community Involvement Committee (CIC). PBOT has a strategic for engaging M/W/ESB firms. Understanding a full life cycle of building and the environmental costs will inform some of our decision-making; this is an interesting concept for us to explore, and our Asset Manager is working on this.
- Kristin: We can follow-up with more about how we work with minority contracting in our construction projects. This is also being worked on and is something we are working with our Commissioner on.
- Eric: How we integrate all this is how we think a more resilient community and plan will be. This is a great opportunity to be working on. We are also looking at tool, embodied carbon, etc that all infrastructure bureaus are working with BPS on.

Commissioner Routh: Thank you to PBOT staff for this update. I appreciate this as well as PBOT's procurement team and how they're looking at reducing barriers, access to capital equipment for contractors, etc.

Commissioner Bachrach: that there is a Climate Big Moves going to Council next month. What is this? Can we get a briefing on it?

- Andrea: The are captured in the Climate Emergency Declaration. The Council date is still not set, and we can bring an update to the PSC.

West Portland Town Center

Hearing: Eric Engstrom

Presentation

Disclosures

Commissioner Magnera: Liaison between the PSC and the project. And I've done some work with community in my work at Verde.

Eric introduced Joan and Hanna, who are on the project team. He provided a description of what a Town Center is (slide 2) and the timeline of the project (slide 3).

We took a new approach in this plan and looked at a community-led plan and priorities before any land use or transportation work. Some community priorities are shared in slide 6.

We did a health equity plan, with strategies that aren't all specific to land-use planning.

So the plan has two big sub-headings: Strong People and Communities (policy, health-equity, housing strategy, and community partners); and Great Places with Equitable Access (zoning and more traditional land-use topics).

Today is the first hearing, and the September 28 meeting will be a co-hearing with the Design Commission.

Eric provided an overview of the current plan components, including the phased zoning plan, transportation vision, and implementation process.

Written Testimony

Testimony

1. Chris Smith: I was the liaison to this project for many years, and I'm grateful to Oriana for picking this up. I want to flag 3 things to consider: (1) the phasing – SW has traditionally suffered from non-auto infrastructure that is not commensurate with density. Greater density is appropriate, but the transportation infrastructure needs to appear to support that, particularly in the second phase. we want to make sure density levels are tuned to the amount of transportation infrastructure available. (2) Apparently in designing Capital Hwy improvements, ODOT has not been very cooperative. PBOT is doing shared facility with biking on the ped access, sidewalk, rather than providing a bikeway that is continuous as part of the roadway which is sub-standard approach that we shouldn't be tolerating as we try to move more people to desired transportation modes. (3) The Green Ring – I am a big supporter of this and the one proposed in Lents to complement the Central City Green Loop. I was disappointed this was scheduled for year 20+, so I encourage you to move this into the near-term work.

Commissioner Bachrach: The plan was catalyzed by the light-rail improvements that are now on hold. The plan does have to happen incrementally, so what are the catalytic improvements that should be done first to start development here?

Chris: I would highlight the land available at the existing transit center and the desire from the community to have a cultural center there is a big opportunity. Improving the pedestrian environment at Barbur/Capital Hwy.

2. David Gunn: Resident in the area. I didn't receive notice of the planning of this project until recently. I understand the necessity of the plan, and I do support the MAX line construction. Affordable housing is mentioned, but in past work, I've seen little of this developed throughout the city. From the development I see, it is housing that detracts from livability. My biggest concern is if I continue to live here, the property around me could be developed into 2-to-3 story apartment buildings, so my light and property value may decrease. I don't object to much

of the plan, but please don't change from R5 to RM1 in my area.

3. Zoe Lynn Powers: 9703 and 9715 Capital Hwy – proposed plan is to split zone this area, which is not good. *See written testimony.*
4. Nuhamin Eiden: Southwest Corridor Equity Coalition and resident of the corridor. The leadership of the Coalition is led by immigrants, Black, Indigenous, and other bodies to advocate for equitable development practices in the SW Corridor. This is one of the most racially and culturally diverse communities in SW Portland. Housing costs are too high for many of our community members, and there are few low-income housing options. We need bold planning and an active community work. This plan and our coalition centers the community's priorities throughout the steps. Please use these priorities as your work through the plan.
5. Mohanad Alnajjar: Unite Oregon. The expected major development projects proposed will likely cause much displacement unless finances are included early in the plan for affordable housing options.
6. Terri Preeg Riggsby: HAKI Community Organization. Lived in this area for over 20 years. We appreciate the efforts by City bureaus on the plan, but we want to be sure the development is equitable and inclusive. We ask that the plan focus on things developed in our community engagement process: racial equity; increase housing opportunities and options; at least the minimum target for affordable housing is achieved by the strategy; quantifiable indicators that can be tracked over time; technical assistance and capacity-building for new and existing businesses; focus on a place that naturally draws many people as opposed to more cars. Equitable design should be used for implementing what's been laid out in the plan.
7. Marianne Fitzgerald: Crestwood Neighborhood Association. This is one of the least bikeable neighborhoods in the city. We support the development of the town center 25 years ago, but we need sideways and bikeways, along with greenspaces, for people to meet their needs without cars. Zoning code language is too weak. Comply with 10.3D. We need a full Green Ring to create a more walkable, accessible place. *See written testimony.*
8. Eric Wilhelm: Bike Loud PDX West Chapter. This is not so particular to this plan, but it more about planning. We can't just put projects on a wish list or 5-year plan. In terms of accessing transit, 1 mile is 5 minutes on an eBike, but most people are driving this distance due to the lack of the bike network. We aren't getting people out of their cars with limited bike infrastructure.

Chair Spevak continued the hearing to the September 28 PSC meeting. We will be joined by the Design Commission at that meeting, and we will do a round-robin of Commissioners' comments at the end of that session.

Commissioner McWilliams: Are we allowed to ask questions of staff between now and the next hearing?

- *Chair Spevak*: You can send questions to staff directly, and they will put together responses to share with the full PSC.

Eric: Please send questions to staff. At the end of the next session, we will hear your thoughts. We anticipate some questions will be for other bureaus, so we will plan to have other staff here to respond based on questions PSC members submit.

Commissioner Bachrach: In looking through the plan, the outside project consultants are included. I assume we can have someone explain the planning vision for us and how the Barbur Transit Center works.

Commissioner Thompson: I'm curious of the role of the Commission liaison on this work.

- Eric: The role has historically been to give the PSC a leg up on how the plan was put together, process, etc.

Adjourn

Commissioner Spevak adjourned the meeting at 2:11 p.m.

Submitted by Julie Ocken