

Portland Planning and Sustainability Commission

Tuesday, April 9, 2013

1:30 – 3:00 p.m.

Meeting Minutes

Commissioners Present: Karen Gray, Don Hanson, Mike Houck, Michelle Rudd, Howard Shapiro, Chris Smith, Irma Valdez

Commissioners Absent: Andre' Baugh, Lai-Lani Ovalles, Gary Oxman, Katherine Schultz

BPS Staff Present: Sandra Wood, Michael Armstrong, Michele Crim, Eric Engstrom, Julie Ocken

Other City Staff Present: Brett Horner, PP&R

Vice Chair Shapiro called the meeting to order at 1:29 p.m. and provided an overview of the agenda.

Items of Interest from Commissioners

- *Vice Chair Shapiro* spoke at Council last week on behalf of the PSC for the apartments/parking item. Joe Zehnder did an outstanding job. *Commissioner Smith* also attended the meeting and noted there were 6 amendments that Council made to the PSC's recommendations, including removing the off-site parking amendment. The Council meeting continues tomorrow at 2 p.m.
- *Commissioner Valdez* noted a number of public safety issues being reviewed at the legislature in Salem which should be of note to the PSC.

Director's Report

Sandra Wood

- Council was appreciative of the PSC's work on the apartments/parking issue.
- The Barbur Concept plan is at Council on April 24 at 9:30 a.m. *Chair Baugh* and *Vice Chair Shapiro* will attend on behalf of the PSC.
- Michelle Kunec-North, BPS staff, was recently awarded the Multnomah County Health Department's John Kitzhaber Public Leadership Award. *Commissioner Gray* won the award the year prior.

Consent Agenda

- Consideration of Minutes from the March 26, 2013 PSC meeting.

Vice Chair Shapiro asked for any comments for the consent agenda. *Commissioner Smith* moved to approve. *Commissioner Hanson* seconded.

The Consent Agenda was approved with an *aye* vote.
(Y7 – Gray, Hanson, Houck, Rudd, Shapiro, Smith, Valdez)

Climate Action Plan and Climate Adaptation Plan

Briefing: Michael Armstrong, Michele Crim

Presentation: <http://efiles.portlandoregon.gov/webdrawer.dll/webdrawer/rec/5624612/>

The joint City / County Climate Action Plan was adopted in 2009 with the long-term goal for 2050; objectives and interim goals for 2030; and actions that were to be completed by end of

2012. We are now beginning the process to develop the 2013-2016 actions. A Steering Committee is being formed and members will be announced shortly.

Michael highlighted the new set of numbers as of the end of 2011:

- Emissions from Multnomah County were about 8.5 percent below 1990 levels. The National trend is starting to follow the same (decreasing emission) line as well.
- Initial estimates for national 2012 suggest a very steep decline nationally. We don't have local 2012 numbers yet.

Heading in to the next set of 3-year actions, we still have a long way to go to the goal for 2050. We need to focus on the long-term outcomes and big things we need to do in the next 3 years.

Some of the key issues that will be addressed in the 2013 plan include:

- Strengthen and elevate how to include metrics to evaluate equity outcomes, how they inform what we're doing, how and where.
 - Equity relates to geography, race, income and other factors.
- Align actions with the Portland Plan.
- Add consumption-based inventory.
 - Many carbon emissions from the things we consume locally were generated elsewhere. There are now models to assess the size of the footprint for what we consume regardless of where it's made.

Process and next steps for the Climate Action Plan update:

- Convene Steering Committee
- Technical Working Groups including groups to develop equity metrics and another to review buildings and energy
- Public review for the plan
- Planning and Sustainability Commission consideration
- City Council / County Board consideration

There is no hard timeline for the process, but it should likely be at the PSC by this fall. Integration of Comp Plan components will also drive timeline for the CAP update.

Commissioner Valdez noted that changing people's habits are going to be key. Are businesses popping up that are promoting reuse?

- Staff has done a bit of work to identify businesses that exist to establish a baseline, but they are difficult to classify. The sharing economy is another way to be efficient in resource use.

Commissioner Smith: We have Vehicle Miles Traveled (VMT) targets in the CAP. Something we've learned in the parking conversation is that vehicle use and vehicle ownership are two different things. Is there merit in reviewing the differences? What will the form of Council consideration be for this 2013 plan?

- Plan to recommend adoption by resolution for the new plan.

Vice Chair Shapiro noted that we should be networking with the private sector to combine technology and ideas and coordinate actions.

Commissioner Gray was just in China and noted their reliance on coal and the poor air quality. Going from coal to natural gas is a positive trend, but it won't get us all the way to where we want to go. Is this a national concept? What would it take?

- Just the switch will not get us to emission goals that will significantly slow climate change. Electricity with coal creates twice the emissions as natural gas, but we need to reduce to 80 percent versus only to 50 percent. We need to pair with energy efficiency and low/zero carbon options.

- Efforts such as C40 are happening at a worldwide scale. There are specific exchanges between China and Portland to learn from one another as well.

Commissioner Rudd: Are the strategies being reviewed for their economic impact?

- We have not done a comprehensive economic analysis in the past, but we are intending to focus on areas that raise economic opportunities.

Climate Change Preparation Plan

Section 7 of the CAP is about Climate Change Preparation. The City and County need to understand how climate is changing, projected impacts locally, assess and prepare for the expected impacts.

Climate change mitigation includes actions focused on reducing carbon emissions. This is what the CAP is mostly focused on.

Climate change adaptation is an understanding and preparing for climate changes e.g. cooling centers, invasive species removal – dealing with the impacts of a changing climate.

Actions and policy areas that overlap between the two include ecoroofs, water conservation, home weatherization and tree preservation.

Observed changes and trends in Oregon's climate metrics include:

- Annual average temperature – Up 1.5° F
- Spring precipitation increases
- Shifts in seasonal stream flows
- Cascade snowpack – down 18-20 percent
- Sea level rise – 2.8 to 3.1 mm/yr
- Decline in glaciers

What will our Pacific Northwest climate look like in the future? We need to assess where we're most vulnerable, then create actions to respond to impacts.

Adaptation work is focusing on built infrastructure; natural resources; and health and human services. We expect to see significant impacts in these sectors, and we have lots of information and some influence over these areas (from both the City and County).

Climate projections are that we'll see hotter, drier summers with more extreme heat days; and warmer, wetter winters with storms of greater intensity. These predictions carry risks applicable to the Portland metro area.

Warmer, drier summers:

- Urban heat islands intensify
- Drought
- Wildfires
- Heat-related illnesses
- Demand for cooling centers
- Lower stream flows and increased water temperatures
- Vegetation, habitat and wildlife shifts and fragmentation
- Increased invasive species
- Higher mortality in vegetation
- Algae and bacterial growth in drinking water system
- Increased water temps (wastewater treatment, odors, etc.)
- Pavement buckling
- Increased outdoor water demand

- Shifting demand for park recreation activities and facilities

Warmer, wetter winters:

- Flooding
- Landslides
- Increased mosquito populations requiring vector control efforts
- Emergency response services during flood events
- Higher river elevations
- Increased turbidity in water supply system
- Bridge scour and damage to docks, boat ramps and floats
- Public and private property damage from landslides and floods
- Damage to infrastructure (roads, bike paths, culverts) from landslides and floods
- Increased pumping of treated wastewater.
- Rising groundwater levels damaging underground pipes and facilities

The Climate Adaptation Strategy will include:

- Climate adaptation review and why needed
- Climate equity – some populations are more vulnerable than others
- Summary of climate projections and risks
- Vulnerability assessments
 - Human Systems
 - Natural Systems
 - Built Infrastructure
- 2030 Objectives
- Three Year Adaptation Actions

The sense is that we need to keep doing what we're doing with additions and caveats.

Commissioner Houck noted he is please to hear we're already doing lots of things, and lots are related to using more green infrastructure alternatives. This year's budget cuts may harm what we're doing (e.g. ecoroofs). Can we work to factor this work into the budget decisions in the future as well?

Continuous improvement on things that may not be a concern now but that may be in the future need to happen as well.

- Improve monitoring and tracking
- Work with regional, state and national partners
- Advance new research to better understand local climate impacts

Similar to the CAP, we are working on an internal review draft then will share it with regional climate change experts. Will then have public review draft and return to PSC with a draft this fall (similar to CAP update timing).

Commissioner Houck: As you start thinking about zoning and the Comp Plan map, knowing landslides and flood plains are likely to increase, it's important to include adaptation in the Comp Plan work. I am confused by the fact that the CAP and Climate Adaptation Plan have been presented as two different documents or programs. Is that the case? If so, why?

- Yes, the plans are being developed separately because the adaptation section of the CAP deserves its own document and assessment.
- Metro's climate mitigation plan also has large implications for local changes.
- Metro is not involved directly on the Steering Committee. Most participation has been on the equity component and exploring how best to use an equity lens in reviewing adaptation work. *Commissioner Houck* asked if any Metro staff were on the advisory committee. If not, they should be. He noted he feels that, at a minimum, people like

Jonathan Soll and others with natural resource expertise should be on the City/County advisory committee.

Commissioner Smith had frustration about recent transportation projects the PSC has seen (such as the I-5 work in the N/NE Quadrant Plan) using RTP assumptions versus CAP assumptions of VMT. We need to be sure we're aligning our work and getting modeling to a similar stage so we're planning for the same outcomes and scenarios.

The County has a sustainability advisory board that will review this (ACSI) and then will go to the County board.

We are also working as part of Metro's process (Climate Smart Communities work). The models still need work to coordinate better, but we are working with them.

West Hayden Island

Briefing: Eric Engstrom; Brett Horner, PP&R

Documents:

- [Staff Memo](#)
- [Amended Proposed Draft](#)

Commissioner Rudd recused herself from this agenda item.

Today's discussion is to orient the PSC to the next draft of the WHI annexation draft zoning code and IGA.

This is the third draft, following the August 2012 draft and the updated report with the Health Impact Assessment in early fall. The PSC held hearings last November and determined in December 2012 to hold work sessions, which we've now completed.

The new draft attempts to take feedback from work sessions, integrate into agreement. Public review now. Hearings for the public on 05/07 and 05/14 at the PSC. Depending on what heard, there is a tentative work session scheduled for the PSC on 05/28, which may result in a recommendation or further updates needed by staff.

The amended proposed draft includes:

- p. 15 starts section outlining proposed Comp Plan and TSP amendments
- p. 39 starts the zoning code updates
- p. 115 starts draft IGA
 - The Port has not yet agreed to these terms.
 - This version of the IGA is reorganized based on work with City Attorney with references to sections from previous draft.
 - Process for the IGA (City and Port): IGAs are typically negotiated through a bureau and the other entity then are signed off by Council (and, in this case, the Port Commission as well). Exact language is a Council decision. Council and Port offices will discuss any differences and iron them out or not.
 - The current version of the IGA is written based on the PSC's input to staff. The PSC does not have to vote on the IGA itself. *Commissioner Houck* noted the PSC should be included in the revisions to the verbiage of the IGA.
 - The IGA has a number of attachments included.

Eric highlighted the substantive elements of the proposal and changes from the previous draft plan are described in the [staff memo](#).

Tribal groups have been involved in the WHI conversation with different degrees of involvement, but all have been informed. The deepest involvement has been from the Grande Ronde and Yakima tribes. Staff also met with representatives from CRITFC. All testified in the November hearings at the PSC.

An additional item that has changed is in the transportation section; we've change how we're calculating the monthly heave truck cap.

Brett Horner, PP&R planning and design manager, discussed the park site.

Funding of the park on WHI still has a \$1M City contribution to fund the park. We would like to see it come from the City's General Fund and/or other sources (not all from the PP&R budget).

PP&R would also like parks and open space features to happen as other developments are happening (e.g. water, sewer, transportation improvements) regardless of whether or not the Port builds all the facilities. Parks are an essential resource, so the parks component should not be singled out. The proposed parcel would be a good location because it has good views, water access and a nice beach.

Commissioner Smith asked about the location's proximity to the railroad bridge and his preference to have the park closer to the mobile home community for ease of access. What is PP&R's view to having a park at the Thunderbird site versus where the site is currently proposed?

- Staff has not yet looked at a trade-off between the two sites. A half-mile is the PP&R standard for being proximate, and in either proposal we would cover this service level.
- Staff can prepare a map showing the half-mile radii from the two proposed locations.

In the current draft, the City leads the concept for the open space. As written, it is funded by the Port but PP&R will do the planning and design.

Commissioner Hanson asked about the Parks Master Plan and if Hayden Island is parks deficient.

- Yes; staff struggled with this in the West Hayden Island Plan. If we were to get this new park on the east side and then the park on west, that would cover service. Water access is a prime objective. There is a need for light watercraft as well as motorized craft access.
- PP&R typically likes 4 acres for a park (to accommodate a sports field as necessary). 3 acres worked because that is the size of this parcel.
- The proposed park by the railroad bridge will have a small off-street lot, but it will also be walkable for the local community.

If the park includes a boat ramp, it will require a larger footprint plus a pier to enter the water. It would likely have to be close to the new port terminal, which could be concerned.

The IGA doesn't say specifically which parcel will be used for the park. There needs to be flexibility. The proposed site is near the access to marine terminal access, so the Port would already need to be making road improvements, etc. The Thunderbird site could also be an option at some point, but that is wrapped up in the CRC discussion, so we're trying to keep the conversations separate at this point but hope to ultimately have both park locations developed through separate actions.

Chair Shapiro: If the City, State or Metro declines to buy the open space, who can buy it?

- There is only a provision should the Port decide to sell the property. Other parties that may be interested could be tribes or conservation entities.

- The land will be zoned Open Space regardless, and the transfer must be to a conservation or other like-minded organization.

Commissioner Houck asked for clarification regarding PSC review and input on the IGA itself. He said that, if only speaking for himself, he would insist that the PSC have the opportunity to discuss and make recommendations on the IGA even though it is being negotiated between the City and the Port.

Commissioner Hanson asked about the community grant. Can part of the fund be used to improve the park?

- The grant fund is awarded based on recommendations of a community-based advisory committee, so it could go to further parks improvements.
- In terms of the funding for off-setting the heavy truck load, the plan calls for \$100,000 per year for 10 years then reverts to amount based on the actual number of trucks coming/going from facility. This could be \$10-50,000 per year depending on the truck count.

Adjourn

Vice Chair Shapiro adjourned the meeting at 2:58 p.m.

Submitted by Julie Ocken, PSC Coordinator