

**Planning Advisory Group Meeting #14**  
**Tuesday, April 21, 2009 5:30 pm – 8:30 pm**  
**Port of Portland, Commission Room, 121 NW Everett, Portland, OR**

**DRAFT NOTES**

**Announcements, Approval of Meeting Notes, Public Involvement Update, and Agenda Review – Bill Blosser**

Dave Smith and Erwin Bergman are unable to attend tonight's meeting.

Alesia Reese, chair of East Portland Neighborhood Office and PAG member, is showcased on Commissioner Nick Fish's website for her community engagement. Congratulations, Alesia!

**Approval of Meeting Notes – Bill Blosser**

Bill asked if there any changes to the March 17 draft meeting notes. There was none. The notes were approved as written.

**Public Involvement Update – Bill Blosser**

A list of the upcoming public meetings and outreach was provided to members. (Please see end of these notes for the list of meetings.) PAG members were encouraged to join staff at one of these neighborhood meetings. If anyone is interested, please let Lise or Bronwyn know. In addition, this list of public outreach activities is a good summary to share with your groups and constituencies.

Bill thanked Denny Stoecklin for including an article on Airport Futures in the Concordia newspaper and Patrick Metzger for providing the Northeast Coalition of Neighbors with an update on Airport Futures.

**Agenda Review – Bill Blosser**

This meeting will be primarily an information meeting on the economic inventory and initial transportation impact analysis for the Land Use Plan, a Sustainability Update, and an Overview of Noise. Handouts for these presentations are on the table and available for all attendees.

There will be two PAG Action Items:

- 1) Transportation Impact Analysis: Does the PAG agree that the results of the 90<sup>th</sup> Percentile, traffic modeling suggest that no additional analysis of the Decentralized Terminal concept is required?
- 2) Sustainability Update: Does the PAG agree that we have the right process for moving forward on Sustainability acknowledging that more work is needed on the Guiding Principles and example Goals?

<b>Members</b>	<b>Affiliation</b>	<b>Present</b>
Erwin <b>Bergman</b>	Central NE Neighborhoods <b>Alternate Eric Meyer in attendance</b>	√
Bill <b>Blosser</b>	Chair	√
Mark <b>Clark</b>	E. County	
Andy <b>Cotugno</b>	Metro	√
Bruce <b>Fisher</b>	FAA	√
John <b>Frevola</b>	Flightcraft	√
Tom <b>Gerharter</b>	Horizon Airlines	√
Cam <b>Gilmour</b>	Clackamas County	√
Alan <b>Hargrave</b>	Port of Camas/Washougal	√
Chris <b>Hathaway</b>	Lower Columbia River Estuary Partnership	
Laura <b>Hudson</b>	City of Vancouver <b>Alternate Willy Williamson in attendance</b>	√
Maryhelen <b>Kincaid</b>	N. Portland Neighborhood Services	√
Lt Col. <b>Stuart Mathew</b>	ORANG	√
Patrick <b>Metzger</b>	NE Coalition of Neighborhoods	√
John <b>Mohlis</b>	Columbia Pacific Building Trades	
Dennis <b>Mulvihill</b>	Washington County	
Brian <b>Nelson</b>	Intel	√
Mary <b>Olson</b>	Port Commissioner	
Lai-Lani <b>Ovalles</b>	Planning Commissioner	√
Alesia <b>Reese</b>	E. Portland Neighborhood Office	√
Veronica <b>Rinard</b>	Travel Portland	
Hector <b>Roche</b>	Multnomah Co. Community Liaison	√
Lawrence <b>Russell</b>	Environmental Justice	
Bob <b>Sallinger</b>	Audubon Society of Portland	√
Michael <b>Sloan</b>	Vancouver Neighborhoods	√
Dave <b>Smith</b>	Vice Chair	
Denny <b>Stoecklin</b>	Portland Office of Neighborhood Involvement	√
Fred <b>Stovel</b>	Office of Neighborhood Involvement	√
Vicki <b>Thompson</b>	PDX Citizen Noise Advisory Committee	√
John <b>Weigant</b>	Airport Issues Roundtable	√

<b>Staff &amp; Consultants</b>	<b>Affiliation</b>	<b>Present</b>
Debbie Bishop	Port – Noise and Long Range Planning	√
C.F. Booth	Port's Aviation Consultant (Jacobs Consultancy)	√
Mindy Brooks	City Planning Bureau	√
Bronwyn Buckle	City Planning Bureau	√
Chris Corich	Port's Project Manager	√
Renee Dowlin	Port – PDX Environmental	√
Melissa Egan	Assistant to Facilitator, ICM	√
Jason Gately	Port – Long Range Planning	
John Gray	City Office of Transportation	√

Lise Glancy	Port – Government Relations	√
Nancy Hendrickson	City Bureau of Environmental Services	√
Eric Hovee	Consultant on Economic Impacts	√
Sam Imperati	Facilitator (ICM)	√
Misti Johnson	Port Legal	√
Scott King	Port – Long Range Planning	√
Sean Loughran	Port – Long Range Planning	√
Melissa McCluney	Port – Long Range Planning	√
Phil Ralston	Port – PDX Environmental	√
Kelly Rodgers	David Evans and Assoc.	√
Jason Schwartz	Port Noise Manager	√
Alan Snook	Consultant on Transportation	√
Deborah Stein	Planning and Sustainability Bureau	√
Jay Sugnet	City's Project Manager	√
Paul Van Orden	City Noise Manager	√
Gee Yosick	Consultant on Economic Impacts	√

**Public Present:** Dave Meyer, Cameron Modjeski, Crystal Olinski, and Kelly Sweeney.

### **Land Use Plan – Jay Sugnet**

Next, Jay introduced the Economic Development Inventory and consultant Eric Hovee. The economic development inventory will inform the Land Use Plan and Master Plan, as well as the “Portland Plan” and PDC’s Economic Development Strategy Update. Jay noted that amendments to comprehensive plan policy could have some positive results, such as removing barriers to effective development and identifying new efficiencies.

### **Economic Development Inventory Interim Report – Eric Hovee**

Next, Eric led the PAG through the PowerPoint.

### **Slide 5: Study Approach**

#### **Three Step Analysis:**

- What’s there today?
- What is the potential for airport dependent & related business development?
- What are site & infrastructure needs?

### **Slides 6-14: What’s There Today**

#### **Airport Activity**

#### **Passenger Traffic:**

- 14.65 million passengers (2007) – 34th busiest in the U.S.
- Travel is predominantly for leisure, with a slight majority of non-local residents at incomes over \$80,000
- Over 60% of travelers are age 35-64. Close to half take 1-3 trips per year.

## **Air Freight Activity**

### **Exports:**

- \$99.8 billion value (2007)
- Top customers in China, Germany, Japan, Philippines, Italy

### **Imports:**

- \$78.6 billion value
- Top suppliers of Japan, Malaysia, China, Germany, Taiwan

### **Both Exports & Imports:**

- Computer & electronics dominates as #1 commodity

## **Jobs**

- 10,300+ jobs w/in the Airport Futures area;  
40,800 in the economic development study area
- Five sectors account for 70%+ of area jobs
- Nearly 1,600 firms (averaging 26 jobs per firm)

*Note: these figures do not include Cascade Station*

## **Comparative Advantage & Payroll**

### **Comparative Advantage:**

- With 10,000+ jobs, transport & warehousing @ highest job concentration (LQ) relative to PDX metro
- Other high LQs for wholesale, rentals, manufacturing & construction

### **Average Wage:**

- Average wage of \$38,700 (9% below 7-county metro average of \$42,600)
- Study area average wage below metro comparables for all high LQ sectors *except* transport / warehouse & construction

## **Largest Study Area Employers**

### **Regional Significance:**

- 1 firm @ 1,000+ jobs
- 3 firms @ 500-900 (all public/non-profit)
- 15 firms @ 250-499 (3 airport-dependent)
- 66 firms @ 100-249

## **Land Ownership**

- Full study area is 8,600 acres – twice the Airport Futures area
- Port of Portland is the largest land owner (followed by City, then 4 golf courses)
- Top 10 owners account for 57% of study area property

## **Property Valuation & Parcelization**

### **Economic Development Asset:**

- Out of 7,419 acres, 98% is designated for industrial & 2% for commercial use
- Assessed land values are higher for commercial, regionally competitive for industrial
- Industrial land values are 35% of commercial; total industrial land+building values are 58% of commercial

## **Major Leased Properties**

### **Lease Activity Significant (On & Off Port Property):**

- On-airport with air logistics, industrial, hospitality, retail, government
- Off-airport primarily constitutes business parks (43 total / 568 acres)

## **Vacant & Underutilized Sites**

### **Still Remaining Inventory (Around the Edges):**

- Just under 250 parcels with 940 vacant acres  
(Excludes Port of Portland strategic reserve & mitigation sites)
- Underutilized comprises up to an added 1,540 acres  
(Based on sites with improvements at *less than* 50% of land value)

## **Slide 15: Market Area Potential, Global Review**

### **The Airport City Concept**

*(aka Aerotropolis/Airfront)*

- *The question:* Can cities now re-orient to airports as to ports, railroads, & freeways?
- Primary *experience* to date in Asia (w/ greenfield sites)
- *Airport-linked* business/tech parks, accommodations, mixed use
- *Basic requirements* for access, expansion, master plan, marketing, governance & shared purpose

## **Slide 17: Market Area Potential, SWOT Assessment (Preliminary)**

### **Strengths:**

- Quality reputation (“voted best”)
- Multi-modal access
- Large land base (with major owners)

### **Opportunities:**

- Distribution deconsolidation?
- Mixed use aerotropolis?

### **Weaknesses:**

- Not a hub (global gateway)
- Congestion (distance from hi-tech)
- Land committed

### **Threats:**

- Global pathway consolidation?
- Loss of traded sector focus?

## **Slide 18: Site & Infrastructure Needs**

### **Existing Industry Requirements:**

- Improvements to street / freeway transportation infrastructure
- Addressing freight needs of high tech firms (Washington County)
- Maturation of existing industrial developments

### **Prospective Industry Requirements:**

- Large industrial sites (shovel-ready)
- Environmental issues (e.g. set-backs, remediation)
- Access west & south of the airport
- The next Airport Way?

*More information to come from interviews as completed*

## **Slide 19: Next Steps**

- Questions & suggestions (Information gaps / priorities?)
- Completion of interviews
- Draft & final report documentation
- Return to Land/Use Transportation Subcommittee in June

## **PAG Questions and Discussion**

The floor was opened for questions, noting that Eric will be back in June at the Land Use and Transportation meeting for further discussion.

*Alesia Reese:* the warehouse is separated from other activities in the larger area you considered; would it necessarily have anything to do with the airport?

*Eric Hovee:* some do, some do not. It is really a mixed bag. It depends, in part, on companies who were there (a.k.a. legacy companies) in the Columbia Corridor.

*John Weigant:* who commissioned and paid for you?

*Eric Hovee:* funding is from the Port and Jay is the manager. (NOTE: The Port and City both shared in the costs of this study.)

*John Weigant:* the assumption behind this study is that economic development is really, really good and should be done. He does not see much about sustainability in this study.

*Jay Sugnet:* this is part of the inventory; we are just trying to get to what is the current economic condition; we did not ask Eric to come up with conclusions and recommendations.

*John Weigant:* feels like we are attributing a whole bunch of stuff to the economic activity of the airport; concerned that it is a biased study that is not looking at the long-term outcomes.

*Jay Sugnet:* expect to see you at the next Land Use / Transportation Subcommittee!

*Maryhelen Kincaid:* question re: "vacant, underutilized" – definition?

*Eric Hovee:* vacant – no building on it; underutilized – has building on it, but without improvements value is less than 50%. Does not include mitigation sites.

*Maryhelen Kincaid:* how would you rate 50 acres of privately owned land?

*Eric Hovee:* only if it were zoned for industrial would it be counted in this; this is on industrial only.

*Fred Stovel:* is there an inventory of the land that is off the tax roll.

*Eric Hovee:* mentioned major property owners, no inventory beyond that. There are probably some tax-exempt parcels.

*Andy Cotugno:* business travelers – do you have a sense of how this is broken out?

*Eric Hovee:* no

*Andy Cotugno:* and how about gateway, prospective in the future?

*Eric Hovee:* significant opportunity, if you look at the Areatropolis Model.

*Chris Corich:* still small compared to the employment density downtown.

*Jay Sugnet:* gateway, a lot of potential, depending upon how things go.

*Stuart Mathew:* slide 10, military should be raised from 3 to 4

### **Transportation Impact Analysis – Alan Snook**

Next Jay introduced the Preliminary Transportation Impact Analysis done by Alan Snook. He is with DKS Associates, a transportation-engineering firm hired by the Port.

#### **Slide 3: PAG Information and Action**

- The consultant and staff conclude that the results of the 90th Percentile traffic modeling suggest that no additional analysis of the Decentralized Terminal concept is required.
- Does the PAG agree?

#### **Slide 6: Modeling 101**

- Regional Travel Demand Model
- Transportation Analysis Zones (TAZs) – *this refers to how they measure trips in and out; the terminal area is an example of a TAZ*
- Links – *a.k.a., roadways*
- Nodes – *a.k.a., an intersection, where two links come together*
- Volume-to-Capacity (V/C) ratio – *thus, if at capacity, the number would be over 1.0*
- Trip Distribution

## **Slide 18: General Conclusions**

- Heavier dependence on arterials in future
- Minor intrusion into neighborhoods from “Airport” traffic
- 50% Centralized vs. 90% Centralized
  - More impacts on NE Columbia Boulevard
  - More impacts on NE 82nd Avenue
  - NE Cornfoot Road as a cut-through
- Differences in Centralized vs. Decentralized at the 90% level are localized

## **Slide 19: Next Steps**

- Intersection analysis for future 2035 planning horizon
- Interim planning year horizon analysis (2022)

## **PAG Questions, Discussion, and Vote**

*Eric Meyer:* offers that he believes that more traffic on 82<sup>nd</sup> will definitely impact neighborhoods, and that 82<sup>nd</sup> would likely need changes/improvements.

*Alan Snook:* he is referring to smaller streets than 82<sup>nd</sup> (e.g., Cully).

*Andy Cotugno:* 82<sup>nd</sup> is a state highway; it is considered a regional traffic corridor.

*Maryhelen Kincaid:* what is the classification for Marine Drive?

*Alan Snook:* In future years Marine Drive continues to operate consistent with the capacities assumed in the Regional Transportation Plan. (NOTE: In the Portland Transportation System Plan, Marine Drive is classified as a *Neighborhood Collector*.)

*Alan Snook:* the model differentiates roadways based upon capacities.

*Alesia Reese:* as you decided on the destination and the needs, if there are alternative transportation methods, is there any part of the model that incorporates redirecting travelers to non-car transportation?

*Alan Snook:* yes; he will not go into it extensively, but they run the model several times with different options. As one factor goes up (e.g., congestion on freeways), they try to look at what travelers might do.

*Brian Nelson:* concerning Washington County, HWY 26 is the main problem. What did you do about the bigger, regional picture?

*Alan Snook:* the regional model does include that, for forecasting purposes. HWY 26 is on the financial constrained list from Metro.

*Brian Nelson:* will we see the regional analysis at PAG?

*Alan Snook:* yes, at the May 19 meeting.

*Bill Blosser:* Brian is interested in how freight/people will get to and from Washington County. That is a very significant economic issue, so we will want to know more about that.

*Vicki Thompson:* wonders if you have taken into account Cascade station; she is interested in the impact of Ikea.

*Alan Snook:* that will be included in our next meeting. They went into a lot of detail in the model re: future traffic levels.

*Alesia Reese:* is, as always, concerned about the Post Office move off the airport.

*Hector Roche:* getting high tech people and materials from Washington County to the airport; is still a very salient question for the PAG, but maybe not for this presentation.

Sam arrived to conduct the vote on the following question:

1. Does the PAG agree that the results of the 90<sup>th</sup> Percentile traffic modeling suggest that no additional analysis of the Decentralized Terminal concept is required?

**All members present voted 1.**

#### **Land Use / Transportation Subcommittee Report – Fred Stovel**

Fred told the PAG that a question that came up in Subcommittee about how much impact does the airport make on peak-time travel in the area. The answer is, without the airport, it would be much worse.

The next meeting is on Wednesday, May 6. We will discuss in more detail the Plan District, get an update on the natural resources work, possibly review the draft report from Hovee, and try to finalize the OPIS scope and purview in the Planning & Development box.

*Sam Imperati:* in May and June, things are really going to start to come together. We will have the Final Transportation Impact analysis, Noise, Natural Resources, and Plan District Outline.

#### **Sustainability Update – Sean Loughran**

Sean noted that we have learned a lot about sustainability, and this is less about finishing a project and more about starting a process. In response to long conversations with the Sustainability Subcommittee, staff has developed the following pyramid structure and draft Guiding Principles.

## Slide # 4: Sustainability Pyramid



### **Strategic (PAG)**

- **Vision & Value**
  - Avoid, minimize, mitigate greenhouse gas emissions and prepare to adapt to climate change
- **Guiding Principles** – All apply
- **Goal**
  - PDX controlled airport operations will achieve carbon neutrality by 2035

### **Tactical (OPIS)**

- **Strategies, Initiatives, Projects**
  - Double the renewable energy purchased from 10% to 20% by 2010.
  - Conduct two energy audits
  - Evaluate cost-effective options in energy market for increasing renewable energy purchases up to 100%
- **Adaptive Management**
  - Report annual percentage renewable power purchased
  - Report results of RPF for increasing renewable power purchased

**Slide 4: Continued**

**Airport Futures  
Planning Advisory Group Vision and Values**

Our **vision** is a PDX Master Plan and a City of Portland Land Use Plan that:

1. Allows the **City** to address the complex issues associated with PDX and their potential impacts.
2. Provides the **Community** with a greater opportunity to influence airport planning and development, and
3. Provides the **Port** with flexibility to respond to changing circumstances in airport development.

Sustainability is an overarching goal of this project. Sustainability means meeting the Region's air transportation needs without compromising the viability and quality of life for future generations. In the planning process, we will transparently explore and make recommendations that fairly, realistically, and optimally **balance** the following values and goals:

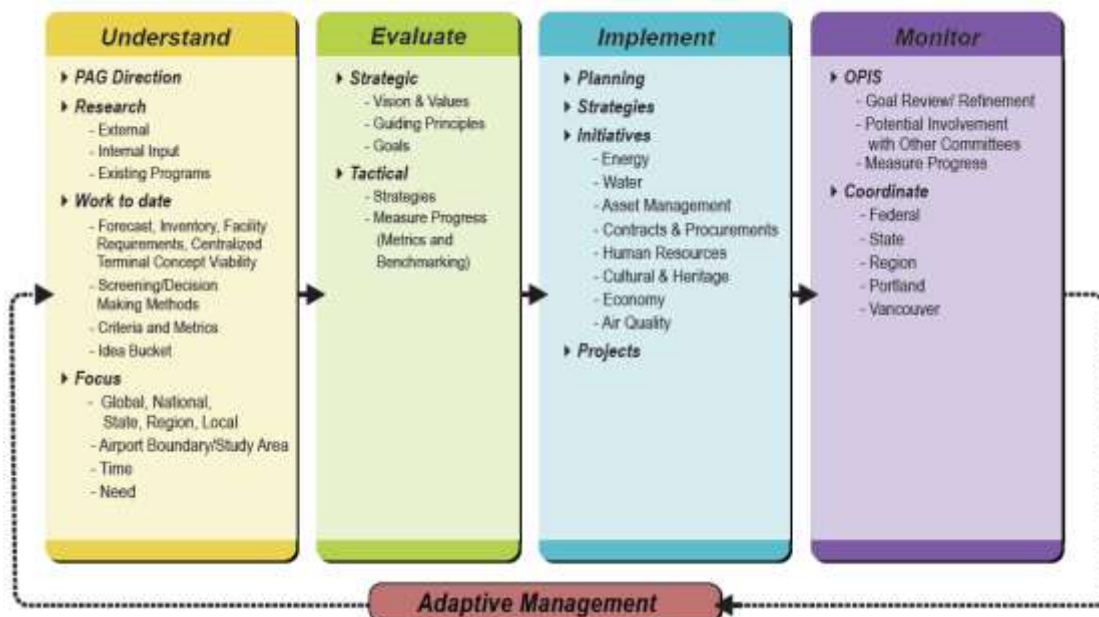


If done so, our recommendations will:

1. Balance and sustain economic, environmental, and social interests.
2. Integrate other local and regional planning efforts into Airport Future planning and vice versa.
3. Provide long term public involvement process with opportunities for meaningful public engagement and a voice in aviation development, and
4. Provide system to measure and track success and share results with public.

\* Avoid/minimize/mitigate means: first, avoid; if not, minimize and mitigate where adverse impacts cannot be avoided.

**Slide # 9: Sustainability Process Overview**



**Slide # 10: Sustainability Roadmap**

# SUSTAINABILITY ROADMAP

Theme	Functional Area	Subarea	Sustainable Approach	Actions	Level of Control	Barriers	Solutions to Barriers
Air Quality/Greenhouse Gases	The Port currently has an air quality program and maintains an annual emissions inventory/greenhouse gas emissions inventory. Air quality program insures compliance with state and federal regulations and strives to reduce emissions and fuel use.	Air quality programs will need to achieve greater reductions in emissions to keep pace with growth to maintain existing or reduce greenhouse gas emissions.	Establish short and long-term goals to reduce GHG emissions for emitters under Port control. Establish short and long-term goals to reduce GHG for emitters that can be influenced by Port policy or programs.	Many actions listed under other subareas (airfield, ground transportation, utilities). A potential action not included in the other areas is the idea of a carbon offset surcharge that could be used to fund local natural resource initiatives intended to off-set the effect of carbon emissions. The Port should consider setting a target for greenhouse gas emission reductions.	The Port has direct control of emissions related to facilities, Port fleet, shuttle buses, employee commuting as well as the ability to influence generators of emissions including aircraft operations and ground access vehicles, ground service equipment.	Although considerable progress has been made to improve fuel efficiency, aircraft operations still account for the majority of airport greenhouse gas emissions.	Continued efforts to improve aircraft engine technology, alternative fuels, air traffic control and aircraft navigation. Alternative long distance transportation such as high speed rail.



Sean pointed the PAG to the Draft Guiding Principles and read them to the group. See below.

#### DRAFT GUIDING PRINCIPLES

**Consistent with the Airport Futures Vision and Values that recognize the long-term, critical interconnection between economic development, environmental stewardship and social responsibility, the Port and City will use the following guiding principles as they work together towards assuring PDX and the Airport Plan District become the most sustainable in the world by 2035:**

1. **Triple Bottom Line:** Encourage synergistic connections between economic, environmental and social factors to ensure these linkages are well understood, considered, and balanced when community planning, development, and governance decisions are made;
2. **It Takes a Village:** Utilize the full proactive engagement and involvement of our entire community and encourage our citizens to take responsibility for their individual actions to ensure the quality of our economic, environmental, and social health. This requires collaboratively developing solutions that remove barriers and build upon existing private and public efforts to ensure efficient, timely, and complementary results;
3. **Charting Progress:** Establish and track clear, measurable goals, both short and long term, that are tied to those of our governmental and partners, do not default to regulatory minimums, and take responsibility for our proportional share of the problems and the solutions;
4. **Stay Ahead of the Curve:** Use proactive as well as corrective actions, including the development of voluntary, incentive-based, and performance-oriented systems to supplement traditional regulatory approaches;
5. **Balance:** When our economic, environmental, and social goals cannot be reconciled, we will look for alternative strategies to achieve our objectives and use a cost-benefit analysis to evaluate decisions individually and cumulatively, to determine whether they substantively contribute or detract from the health of the region for future generations;
6. **Resource Efficiencies:** Use resources efficiently and reduce the demand on them, rather than always looking to solutions that expand capacity. This requires maximizing the use of existing facilities and considering alternative methods of managing demand (including the application of emerging technologies) before building new facilities;
7. **Continuous Learning:** Emphasize on-going learning and adaptive management to inform and improve the process continually;
8. **Equity:** Ensure commitment to equity so impacts and the costs of protecting our resources do not burden unfairly any one geographic or socioeconomic sector because social and cultural equity and diversity contribute to a thriving and vibrant community;
9. **Leadership:** Support and implement innovative programs, projects and initiatives that maintain and promote our collective leadership in sustainability;
10. **Accountability:** Report annually to OPIS and other private and public stakeholders on our results, lessons learned, plan adjustments, and future endeavors.

### **Slide # 11: Next Steps:**

- Review Guiding Principles and Example Goals
  - PAG Assignment
  - Subcommittee Refinement
- Finalize and adopt Guiding Principles
- Adopt Key Social, Environmental and Economic Goals
- Evaluate 50% Master Plan
- Evaluate 75% Master Plan – Final Sustainability Check

### **Comments and Questions**

*Alesia Reese:* will there be an outside reviewer or self-monitored?

*Sean Loughran:* OPIS will provide a key monitoring function.

*Alesia Reese:* will your sustainability checklist be prioritized?

*Chris Corich:* we have not gotten that far, but it has come up.

*Sean Loughran:* when you see the sample goals, they are not listed in order of priority, nor are they exhaustive.

*Maryhelen Kincaid:* do not see a piece where you are reporting back to anyone but yourselves. What about other jurisdictions and stakeholders?

*Sean Loughran:* our goal is not just to report to ourselves, but report to the community, OPIS being the principal body through which this would happen. We also need to report out to our other stakeholders.

*Sam Imperati:* see Guiding Principle #10

*Willy Williamson:* sees this process taking you up through planning and you have Implement up there, and to him that means boots on the ground.

*Sean Loughran:* when I say Strategic and Tactical I am referring to two different levels of detail, the tactical, or lower portion of the pyramid are the on-the-ground details.

*Sam Imperati:* the lexicon can be confusing.

*Bob Sallinger:* he sees it has moved a long way; likes the Guiding Principles, is really impressed with what has been done. This represents a huge step forward.

*Sam Imperati:* and we have you to thank for some of these ideas and text; that is the value of the PAG; we could not do this without your collective expertise.

*Alesia Reese:* when we do our homework, perhaps the pyramid could be adjusted.

*Sam Imperati:* is smiling because this pyramid has been turned every which way.

*Bill Blosser:* concerning prioritizing goals, he is not sure if that is an issue on the table or if we even need to do it. Maybe we can try, and do our voting thing to reveal if we think some of these goals are more important than others.

*Sam Imperati:* long ago, when we developed the three areas on the placemats (Environmental, Social and Economic), we discussed this issue. We now address it in draft Guiding Principles #5, text below:

**Balance:** When our economic, environmental, and social goals cannot be reconciled, we will look for alternative strategies to achieve our objectives and use a cost-benefit analysis to evaluate decisions individually and cumulatively, to determine whether they substantively contribute or detract from the health of the region for future generations;

*Sam Imperati:* the homework assignment will be sent out via email. You will receive the draft Guiding Principles and Sustainability Goals and we will most likely do a “one-text discussion draft” with the track change feature. All PAG members will send back edits and we will combine them. You will see a new draft at the next meeting.

*Lise Glancy:* it will go to the subcommittee for vetting first, then to the PAG.

Recognizing this is a work in progress, which will be passed down to OPIS, Sam took a vote on the following question:

Does the PAG agree that we have the right process for moving forward on Sustainability acknowledging that more work is needed on the guiding principles and example goals?

**All members presented voted 1.**

*Chris Corich:* wants the PAG to know that we are a little ahead of the Port. It makes him nervous, but he has not been told to stop.

### **Sustainability/Master Plan Subcommittee Report – Cam Gilmour**

This has been hard work and we have considered a wide range of opinions. Cam can tell us for sure that nothing is perfected yet, but it is going to be done. The most satisfying aspect has been getting agreement on some measurable items, and agreement that we want to have the most sustainable airport in the world. Cam thanked Sean for all his work.

The Master Plan Alternatives/Sustainability Subcommittee met on April 8 to discuss our progress to date in considering sustainability in this Airport Futures Planning process. We discussed past work, our ongoing conversation about “framing sustainability,” and how that work has informed our current direction on sustainability.

We had a robust discussion about Guiding Principles and Goals, and how they would apply to both the Airport Master Plan and the City Land Use Plan. That discussion is reflected in tonight’s sustainability presentation.

A key part of our current work on sustainability will be to focus the discussion on Airport Futures (understanding the limitations of our scope and schedule) and set direction through a Master

Plan and Land Use Plan that reflect a clear commitment to sustainability and provide direction (through vision & values, guiding principles and goals) that define our ongoing commitment.

The next Master Plan Alternatives/Sustainability subcommittee meeting is scheduled for Thursday April 30, 6-8:00 pm. The focus of that meeting will be the emerging 50% complete Master Plan.

### **Break**

*Jay Sugnet:* sustainability special meeting on City's activities; hopefully, early May. When thinking about the goals think about potential City goals, as well.

### **Public Comment**

*Crystal Olinski:* wanted to speak to the group about noise. She has lived in all parts of the city in the last six months, and has noticed a great increase in noise the last two months, in all neighborhoods. She noted several planes she has seen in various parts of town. She wants to know why she does not know what is going on. She will try to attend more meetings, and is concerned about why there is so much noise and pollution.

*Sam Imperati:* it is good you are here tonight because our next presentation is on Noise.

*Crystal Olinski:* read in the Cully newspaper about some new military operations, she is also concerned about that.

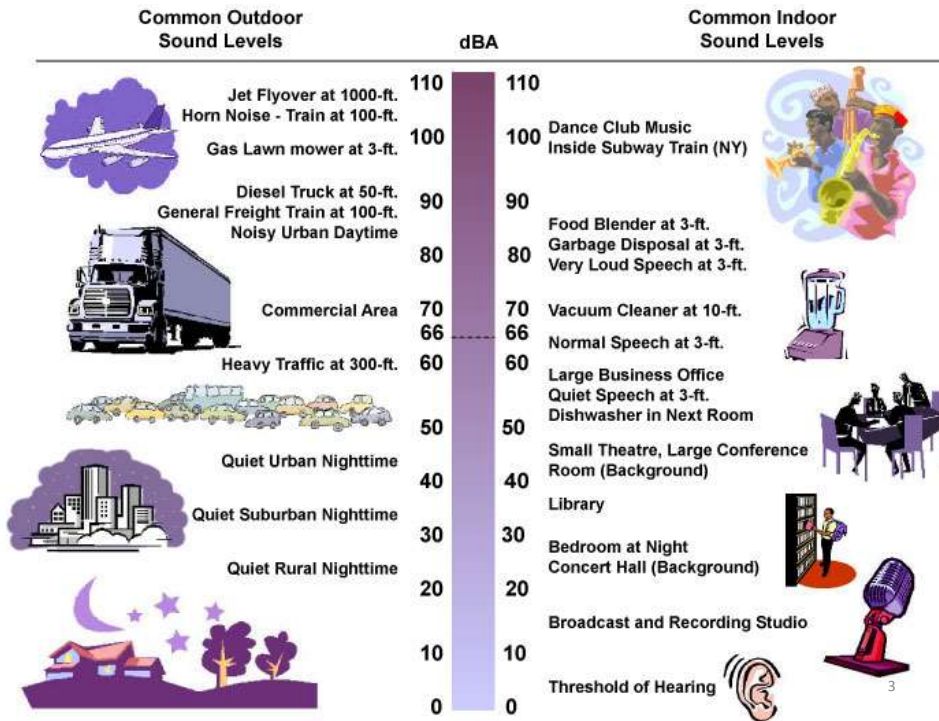
[Several PAG members offered to meet with her and update her.]

### **Noise Overview – Chris Corich and Jason Schwartz**

Chris Corich introduced Jason Schwartz, the Port Noise Manager, and Paul Van Orden from the City. Chris led the PAG through a Noise PPT that went over Regulatory Framework for airport noise, PDX Noise Program, Noise Measurement, Future Contours, and City Noise Overlay. The next steps on noise issues will be Future Noise Contours, Community Impacts, and X Overlay Implications (June 16 PAG). Chris reinforced the relationship of noise contours to the City noise overlay and Land Use Plan.

The following slides provide a brief overview of the Noise presentation.

**Slide #3:**



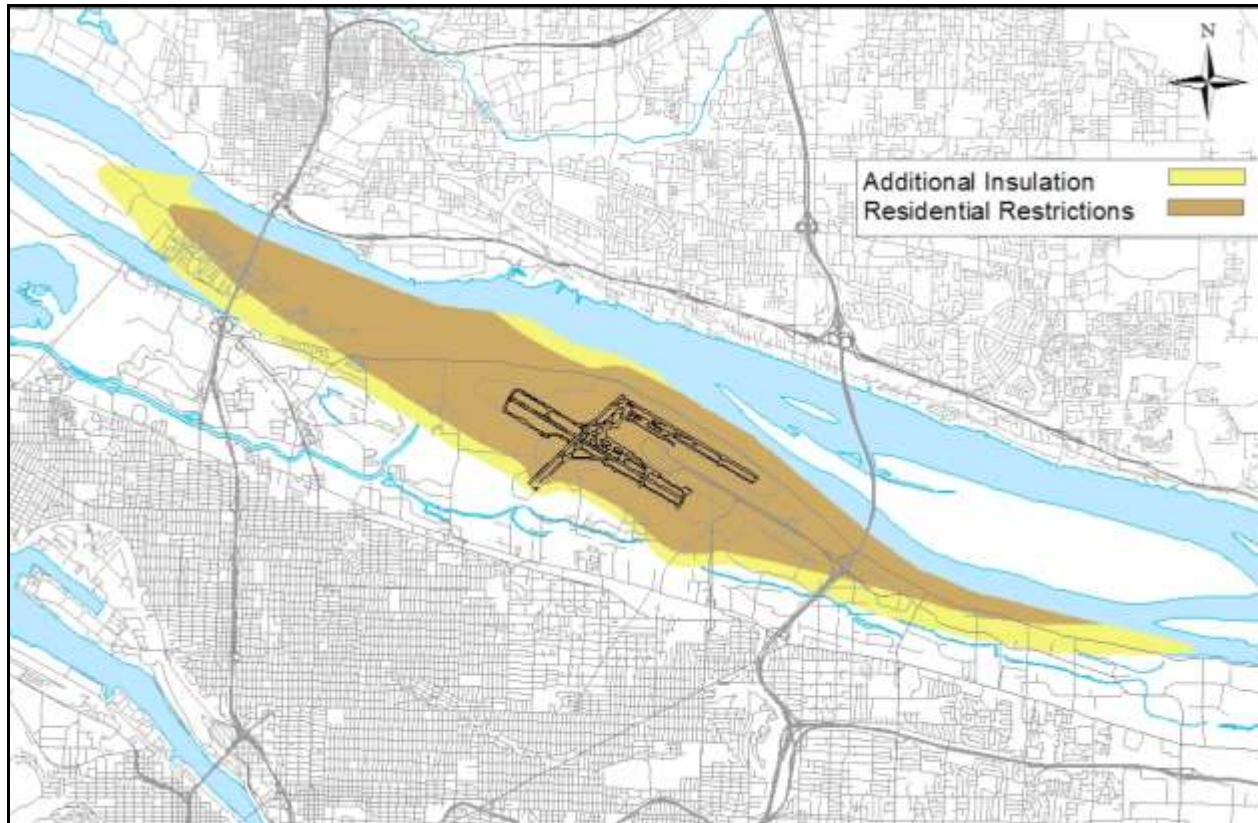
**Slide #4: Noise Facts**

- +/- 3 decibels = you can perceive a difference
- +/- 10 decibels = twice as loud or half as loud
- 60 decibels to 70 decibels = twice as loud

**Slide #5: Regulatory Framework**

- Federal – Federal Aviation Administration
  - Federal Aviation Regulation Part 150
- State – Oregon Department of Environmental Quality (DEQ)
  - Airport Noise Rules
  - Industrial Noise Rules
- Local – City of Portland
- PDX Noise Impact Zone (X-Overlay)
  - City of Vancouver
    - Noise Impact Overlay District

## **Slide # 18: PDX Noise Impact Zone (X-Overlay)**



## **Slide #19: Noise: X-Overlay**

- Current X-Overlay is based on the 1990 noise contours
  - 68+ LDN Contour: Residential development prohibited
  - 65-68 LDN Contour: Development permitted but requires acoustical certification verifying interior noise level at or below 45 LDN
  - Port will reimburse cost of acoustical certification in exchange for an aviation easement and noise disclosure

## **Slide #23: PDX Noise Program - Overview**

### **Vision**

The Port of Portland Noise Management Department will be recognized regionally, nationally, and globally for our commitment to aviation noise management and helping enhance the livability of the region through programs that balance the needs of all stakeholders and encourages trust and open communication.

This will be accomplished through excellence in customer service, a focus on education and outreach, and maintaining collaborative partnerships to deliver innovative approaches to noise management.

### **Slide #27: Public Access to Flight Tracks = Webtrak**

- Supports community outreach
- Allows the public to better understand PDX traffic flows
- Provides confirmation of information provided by staff
- Recommended by community representatives on Part 150 Study Advisory Committee

### **Slide #31: Airport Futures Noise Contours**

- Originally planned to use the Part 150 noise contours
- Not suitable given changes in fleet mix and drop in operations
- Recommending 4 Airport Futures Scenarios
- Will use LDN Contours + supplemental metrics
  - Number Above 55, 60, 65
  - Time Above 65 5, 15, 30, 60, 90 minute contours

### **Slides # 32-33: Scenario 1**

- 50<sup>th</sup> Percentile – 378,000 annual operations
- Two Parallel Runways – same as today
- Single File Departure Stream – same as today
- Anticipate noise contours not too different from what we have today.

### **Slides 34-35: Scenario 2**

- 90<sup>th</sup> Percentile – 567,000 annual operations
- Two Parallel Runways – same as today
- Single File Departure - stream same as today
- Anticipate larger noise contour – longer

### **Slides #36-68: Scenario 3**

- 90<sup>th</sup> Percentile - 567,000 annual operations
- Two Parallel Runways – same as today
- Dual Departure Stream (vs. Single File Today)
- Anticipate longer but fatter noise contour than what we have today.

### **Slides #38-39: Scenario 4**

- 90<sup>th</sup> Percentile - 567,000 annual operations
- Three Parallel Runways
- Triple Departure Stream (vs. Single File Today)
- Anticipate fatter noise contour – with some greater length than today.

#### **Slide #40: Noise: X-Overlay**

- Current X-Overlay is based on the 1990 noise contours
  - 68+ LDN Contour: Residential development prohibited
  - 65-68 LDN Contour: Development permitted but requires acoustical certification verifying interior noise level at or below 45 LDN
  - Port will reimburse cost of acoustical certification in exchange for an aviation easement and noise disclosure

#### **Slide #41: What to do with the X-Overlay**

- No change? Keep 1990 contour
- Use a smaller contour – 2009 “Existing”
- Use 50<sup>th</sup> Percentile same single flight path
- Use 90<sup>th</sup> Percentile same single flight path
- Use 90<sup>th</sup> Percentile dual stream flight path
- Use 90<sup>th</sup> Percentile – 3<sup>rd</sup> runway triple stream

#### **Slide # 42: Noise Contours**

May 6 Land Use/Transportation Subcommittee

- Discuss assumptions in contours
- Discuss options to consider for X-Overlay

June 16 PAG – PAG gets noise contours & discussion about X-Overlay

#### ***Comments:***

*Alesia Reese:* can we get a cumulative noise analysis, not just PDX noise?

Paul Van Orden: City has a project to map north Portland, first attempt at noise mapping. It is primarily transportation based. It is in the works.

*Alesia Reese:* this seems like a great opportunity to look at I-205 or other areas.

*Chris Corich:* Jacobs would not be the one to do that, but we would certainly provide any airport related info to the City if such a project was undertaken.

*Alesia Reese:* there is an emotional and livability component here.

*Chris Corich:* From other sources, you are right.

*Eric Meyer:* can you hear the difference between a planes at 800 ft versus 1000 ft?

Paul Van Orden: yes, but relatively speaking it is not too significant.

*Vicki Thompson:* in real life, a plane going over at 1,900 feet will wake you out of a dead sleep.

*Michael Sloan:* he hears more complaints about smaller planes; more impact on the neighborhoods.

*Chris Corich:* on the complaint map, a lot of the complaints do come from the small planes. We are trying to get them up higher and on different routes.

*Maryhelen Kincaid:* cargo feeder study, the other piece of it is that it is market driven. If you buy something online and want something overnight, the more people who do that, the more flights we have. If you get 40 less flights (out of 200), that is noticeable difference.

*Michael Sloan:* if we were looking at noise in 2035, to not address this, would be an omission.

*Fred Stovel:* re: X-Overlay zone. None of these tools does anything to regulate noise itself. They only attempt to mitigate. It does not appear that anyone is held to noise contours. The FAA has no quality control, they do not analyze impacts on neighborhoods, and City cannot impact this through Land Use laws. This will be challenging to deal with through the mechanisms available to us.

*John Weigant:* the early turns of the props, will you be taking the current multi-stream patterns into your single stream scenarios.

*Chris Corich:* "single stream" = jets. Sorry for not being clear. He meant jets only.

*Andy Cotugno:* why can't you send the props down the river?

*Chris Corich:* it would be equivalent to putting bicycles on I-84.

*Andy Cotugno:* are there times when you need the capacity and when you do not, so you can use the unused capacity for small planes?

*Chris Corich:* that is one of our intents; we currently are not maximizing this, but are continuing to refine these programs.

*Lise Glancy:* this was also proposed for the cargo feeder study.

*Bill Blosser:* Vicki had the example of the SW Jet, coming from Vegas, it was two hours late. The FAA said just take the shortest distance, make up the time.

*Chris Corich:* this is something we work with the tower on. We send letters to pilots that do not follow the flight procedures.

*Eric Meyer:* to woman who made the public comment, he was her five years ago. He referred her to the "Success through Collaboration." A lot has changed and much of it is due to public getting involved.

### **Next Meeting Agenda, Process Review and Other Closing Comments, Meeting Evaluation Form and Adjournment - Sam Imperati and Bill Blosser**

The next meeting is on May 19 at Port of Portland. The agenda for this meeting will be to: 1) Review the 50% Master Plan, 2) Review the 50% Land Use Plan, and 3) Consider adoption of the guiding principles for sustainability. These are the draft documents that will be shared for review and comment by the public at the June 4 and June 10 public meetings. On your tables is a copy of the announcement of these meetings.



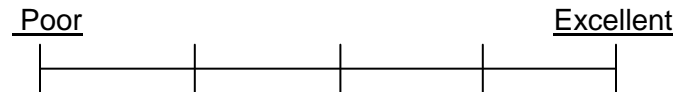
**5. COMPREHENSION OF PRESENTATIONS:**



RESPONSES:

1 1 10 3

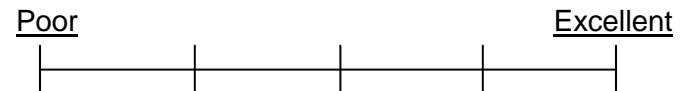
**6. MATERIALS/DOCUMENTS:**



RESPONSES:

2 3 8 2

**7. DISCUSSION:**



RESPONSES:

1 4 8 2

**8. Comments and Suggestions for Items 1 – 7, Above:**

Good discussion questions  
Good meeting tonight  
Noise presentation: few claims about making difference on ground.  
PowerPoint slides when printed two up are too hard to read, one per page – though that means more paper or magnifying glasses to read  
Presentations take up most of the time  
Questions 4, 5, 6 – “A little biased”  
Thanks for always calling on me!  
Would be wonderful to have handouts before meeting. Would be better prepared to ask questions.

**9. Least Useful:**

Economic analysis seemed quite biased toward growth.

**10. Most Useful:**

Discussions  
Great data presented in presentations  
Substantive presentations: more informational/less P.R. oriented – happy to be getting down to details  
The Economic Development Inventory was interesting because it was new information to me!  
Noise presentation was a good 101 for “non-noise” knowledgeable listeners

**11. Questions:** (None)