

**Planning Advisory Group Meeting #7**  
**Tuesday, May 20, 2008 5:30 pm – 8:30 pm**  
 Port of Portland, 121 NW Everett, Commission Room, Portland, OR

**FINAL DRAFT MEETING NOTES**

**WELCOME, ANNOUNCEMENTS, AGENDA REVIEW, APPROVAL OF MEETING NOTES, AND FOLLOW-UP – Dave Smith and Sam Imperati**

Dave Smith welcomed everyone to the meeting. Bill Blosser was out of town on business, so Dave chaired the meeting.

- PAG members who notified us they will not be attending: Veronica Rinard, Dennis Mulvihill, Maryhelen Kincaid, and Ross Monn. Staff greatly appreciates advance notice; it helps keep catering costs down.
- Ross Monn has resigned. He regrets he has to leave the PAG as he has enjoyed his work here and the company of his fellow PAG members. He is moving to Tacoma, WA. Knows he is leaving his seat in the capable hands of Alesia Reese. For those who would like to wish Ross goodbye, there is an East Portland Neighborhood Office party for him on 5/30. Ross will be given a certificate to thank him for his work with the Airport Futures PAG.
- Alesia Reese will take Ross' place on the PAG. Marcy Emerson-Peters will be her alternate.
- Lisa Barton-Mullins now has an alternate, Mark Clark. He is a Wood Village City Councilor.
- We are hoping to fill Travis Williams' seat on the PAG by the July meeting.

Members	Affiliation	Present
Lisa <b>Barton-Mullins</b>	E. County/City of Fairview	√
Jordan Pape	Flightcraft <b>Alternate Mitchell Berck in attendance</b>	√
Erwin <b>Bergman</b>	Central NE Neighborhoods	√
Bill <b>Blosser</b>	Chair	
Catherine <b>Ciarlo</b>	Planning Commissioner	√
Andy <b>Cotugno</b>	Metro	√
Tom <b>Gerharter</b>	Horizon Airlines	
Cam <b>Gilmour</b>	Clackamas County	√
Alan <b>Hargrave</b>	Port of Camas/Washougal	√
Laura <b>Hudson</b>	City of Vancouver <b>Alternate Willy Williamson in attendance</b>	√
Gloria <b>Ibarra</b>	FAA	
Maryhelen <b>Kincaid</b>	N. Portland Neighborhood Services <b>Alternate Debbie Deetz-Silva in attendance</b>	
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 <b>Alternate Jill Eiland in attendance</b>	√
Mary <b>Olson</b>	Port Commissioner	√
Alesia <b>Reese</b>	E. Portland Neighborhood Office	√

Veronica <b>Rinard</b>	Portland OR Visitors Association	
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	√
Travis <b>Williams</b>	Willamette Riverkeeper	<b>Resigned</b>

<b>Staff &amp; Consultants</b>	<b>Affiliation</b>	<b>Present</b>
Joe Barden	Port's Aviation Consultant (HNTB)	
Debbie Bishop	Port	√
Ben Blessing	Port	
C.F. Booth	Port's Aviation Consultant (Jacobs Consultancy)	√
Mindy Brooks	City	√
Bronwyn Buckle	City Planning Bureau	√
Chris Corich	Port Project Manager	√
Renee Dowlin	Port	√
Melissa Egan	Assistant Facilitator, ICM	√
Jason Gately	Port	√
Lise Glancy	Port	√
Geoffrey D. Gosling	City's Consultant (Principal, Aviation System Consulting)	√
John Gray	City	√
Nancy Hendrickson	BES	√
Sam Imperati	Facilitator (ICM)	√
Scott King	Port	√
Sean Loughran	Port	√
Mary Maxwell	Port	
Linda Perry	Jacobs Consultancy	
Kama Simonds	Port	√
Jay Sugnet	City's Project Manager	√
Chris White	Port	√
Joe Zehnder	Planning Bureau	

**Public Present:** Mike Bieniewicz (alternate for Mathews), Duane Decker, Wes Elliott, Ryan Hall, Tom Imeson, Eric Meyer (alternate for Bergman and Weigant), Lee Perlman, and Kelly Sweeney

**Approval of Meeting Notes – Sam Imperati**

No changes were requested, so the Meeting Notes from 4/15/08 were approved.

## **Project Assumptions – Sam Imperati**

Sam and staff summarized all previous versions of this document, comments from the PAG and staff, and created a new version of the Project Assumptions. It was sent out via e-mail before the meeting. John Weigant suggested that the project team develop a matrix to track whether they are addressing each of the assumptions in each of the phases. Staff has done this and if PAG members would like a copy please let staff know. It was not passed out to everyone because it is still in the draft phase and we are trying to cut down on paper use. He also suggested that staff report on how the Project Assumptions were used in the Forecast and how they impacted it.

*John Weigant:* has a particular concern about follow-on studies, wants some sense of what they are going to study, and when they are going to be addressed. It is nothing but a catchall title, as far as he can tell. He would like some specificity and tracking. The matrix that staff handed out was exactly what he had in mind with the addition of more detail.

*Chris Corich:* we have the details you are asking about on the follow-on studies listed in IGA #2. There will be a presentation at the July meeting on this topic.

*Lise Glancy:* we can add this information to the matrix, as well.

## **Debrief on Planning Commission and Port Commission Meetings – Catherine Ciarlo (HANDOUT)**

Because Bill Blosser is out of town, Catherine described how these meetings went. At the 5/13 Planning Commission, she said there was a lot of interest on our progress. They were extremely pleased with the unanimous vote, the forecast process, and the peer-review aspect. The Planning Commission liked the idea of revisiting the forecasts in the future given the price of fuel. The sustainability and public involvement approach used in the forecast phase of Airport Futures was praised as a model for other projects (like Columbia River Crossing). A comment she heard was “why can’t our process be as good as the Airport Futures?”

At the Port Commission the next day (5/14), the PAG was thanked for our work and they saluted the openness of our process. In the materials today, there is a copy of the Port Commission President’s letter to Bill Blosser thanking him and the PAG for our work.

*Mary Olson:* Catherine summed it up well. The Commission appreciates the work we are doing, the personal sacrifices required to attend, and our participation in this process.

## **Other Announcements – Dave Smith and Sam Imperati**

- Hector has been named chair of the Public Involvement Subcommittee and he is out of town today due to a family matter.
- Fred Stovel has been named chair of the Land Use and Transportation Subcommittee.
- Alan Hargrave had a grandson today at 8:00 this morning.
- PAG Members in the News
  - Jill Eiland recognized for Intel’s contribution to United Way.
  - Alesia Reese briefly introduced herself; she is a very active community member, serving on many committees. Marcy Emerson-Peters from Parkrose Neighborhood Association will be her alternate.
  - Catherine Ciarlo was noted for her bike commuting.

## **PAG Action Items Tonight – Sam Imperati**

This morning’s email contained Action Items for the PAG tonight in the areas of Sustainability and Land Use. The PAG will hear presentations, have discussion, then vote, where appropriate, on the questions below.

## **Sustainability Framework**

1. Does the PAG endorse the subcommittee recommendation to use the Analytic Hierarchy Process (AHP) as a decision making tool?
2. Do you support the subcommittee proceeding with its work on developing metrics for this tool?

## **City Early Land Use Plan**

1. Do you agree with subcommittee's recommendation to focus on the Airport Zone and Plan District frameworks?
2. Are we missing any considerations for the subcommittee to consider when it makes a framework recommendation for your consideration?

## **SUSTAINABILITY EVALUATION FRAMEWORK – Sam Imperati, Cam Gilmour, and Holland Young**

Sam introduced the topic and framed the discussion. He said that the PAG's Vision and Values would frame our sustainability discussion as an overarching goal, which is to meet the region's air transportation needs without compromising future generation's livability and quality of life. Sustainability will be considered at the core of the Land Use Plan and Master Plan. It is a major theme throughout the planning process.

The following questions will be asked and answered:

1. What is the PAG's recommended 2035 level of sustainability goal for PDX and its environs, and how does that relate to the issue of growth? (Macro policy issue)
2. How will the PAG evaluate the options before it? (Technical implementation issue)
3. What specific recommendations should the PAG make to the City and the Port to accomplish overarching goal? (Micro policies – Strategic, Practical ideas -Tactical)

Tonight, the PAG will make specific recommendations to the City and Port (question #2, above). Staff has also developed what is called, the "Policy Bucket," to capture ideas on #3 above throughout the process. The Sustainability Subcommittee will make a recommendation to the PAG at our July 15 meeting on #1 above.

## **Sustainability Subcommittee Report – Cam Gilmour**

Their last meeting was on 4/30. The subcommittee is very dependent on the consultants to help us through this process. In their discussions, they are still getting at the essence of "what is sustainability?" As Cam prepared for tonight's meeting, he was even more reassured that sustainability is and will continue to be central to this project. The subcommittee is trying to identify methods to use to keep it at the forefront. The subcommittee has had four meetings and is still ramping up. It is very complicated; some of it is philosophical, some of it is qualitative. It will be very important to hear from the PAG tonight to inform the subcommittee's work. The plan is to report to the PAG on the model and metrics in the fall.

*John Weigant:* one of the subcommittee recommendations is to support the AHP process (analytic hierarchy process – a decision-making tool). We are applying this to the tactical issues at a relatively detailed level. We need to be sure the higher-level issues do not get lost as we focus on the details. John noted his general support for the AHP approach.

## **Review of Analytical Model – Holland Young of Jacobs Consultancy (Attachment 2)**

Holland joined us tonight to explain the Analytic Hierarchy Process, or AHP. It is a structured technique for dealing with complex decisions. It uses hierarchical structure to model complex problems and shows

the relationships of the goals, criteria, and alternatives. In this planning process, we are looking for balance, and this tool can help with that.

Holland discussed the difference between strategic and tactical sustainability (slide 5). Management might say as a strategy, “we are going to become more efficient and green.” A tactic to implement that is a recycling program or fuel reduction. The airlines have started to get into sustainability, largely due the need for efficiency and cost savings. For example, end-of-life processes are starting to be developed to address what to do with the plane parts when it is no longer flying.

Kelly Rogers, David Evans and Associates, is working with Holland on the Jacobs Consultancy team. She spoke to us briefly on sustainability in non-aviation fields. She noted that Portland is a leader in sustainable development, largely in green building and land use planning.

Holland went on to explain the AHP tool. Draft criteria have been developed all along by the PAG, staff, and consultants. The consultants have used this tool and are familiar with its strengths and weaknesses. One of its main strengths is that it plays to our ability as humans to make decisions. It employs pairwise comparisons – taking two options at a time, instead of, for example, five. If there are too many choices, humans naturally tend toward one without really considering all the others. It is important to remember that an analytical model is not a substitute for good judgment. Some factors can be measured (fuel economy) and some are more subjective (neighborhood impact). We want to use the tool, not let the tool take over our process.

*Erwin Bergman:* wonders how we will avoid “b.s. in, b.s. out” type of results.

*Holland Young:* you cannot always avoid it at the start, sometimes you have to run the model and look back.

*Sam Imperati:* this is not *the* decision-making tool; it is not a substitute for the PAG’s discussion and judgment. It allows us to look at objective and subjective criteria and the PAG will be making decisions and judgments, as necessary. It is not just the consultants going in and making a decision for us; it will be an iterative process like the Forecast.

*Holland Young:* good point, what we bring is methodology, not the final decision-making.

Assuming PAG is in agreement with using the AHP, slide 21 presents next steps:

- Master plan alternatives analysis will begin early 2009
- AHP must be ready and tested by that time
- Proposed development schedule:
  - Sustainability subcommittee recommend evaluation framework – January – May 2008
  - PAG concurrence on sustainability approach – May 20
  - Sustainability subcommittee to develop recommended criteria, metrics & weighting – March – October 2008
  - PAG approval of criteria, metrics & weighting – October 2008

*Sam Imperati:* questions for clarification? There was none.

## **PAG Discussion, Questions and Recommendation – PAG**

Sam opened the floor for discussion, noting that the PAG would be voting on the two following questions:

1. Does the PAG endorse the subcommittee recommendation to use the Analytic Hierarchy Process (AHP) as a decision making tool?
2. Do you support the subcommittee proceeding with work on metrics for this framework?

*Alesia Reese:* has this method been used in any other similar settings?

*C.F. Booth:* yes, with Department of Homeland Security. We are comfortable with; it has been widely applied in industrial settings.

*Alesia Reese:* thinks it is important that at least someone in this process is fluent in the model, she has no clue.

*C.F. Booth:* we wanted a process with academic validity and transparency, as well as one that is relatively easy for non-statisticians to understand. This model provides all three.

*John Weigant:* this might seem more complex than it actually is. Thinks folks will catch on with some exposure.

*Sean Loughran:* it is a proven method and has been widely tested. It has not been used in an airport master planning process; we are breaking new ground.

*Catherine Ciarlo:* used in the realm of sustainability?

*Holland Young:* not that I know of, but it is amenable to it.

*Stuart Mathew:* how or where does judgment come in?

*Holland Young:* this alludes to John's comment from before, you see the whole picture at the end, and then you can see the ramifications of any one factor. This is why we would run the model more than once to make sure we are comfortable with the results. There are many different places you can edit. It is not a pre-determined outcome.

*Bob Sallinger:* he sees modeling as somewhat of a way to postpone decisions. His experience has been that you spend a lot of time doing the weighting, but then you still have to argue about it at the end of the day to see if it was the right decision.

*Sam Imperati:* we would do a similar process as to when you did the Forecast. Everyone could have 100 points to allocate among our priorities. The subcommittee will hash out much of this.

*Holland Young:* I do not think you will see us cycling endlessly on this. Nobody wins with that, we have to make the best decision we can with our data and timeframe.

*Denny Stoecklin:* how many factors?

*C.F. Booth:* seven to nine.

*John Weigant:* conveniently, the capacity of short-term memory is that one can keep seven items in mind, plus or minus, two. (Sam noted that he peaks at two items!)

*C.F. Booth:* the model also identifies if you are being inconsistent in your answers.

*Bob Sallinger:* there is one thing this does not take into account, and that is some things, if they are going to be valuable at all, cannot be compromised.

*Sam Imperati:* again, this is a way to have the conversation, not to make the decision.

*Catherine Ciarlo:* sometimes you think you are trying to rank a value with one priority or another, when they are inextricably linked.

*John Weigant:* jumping ahead to the “Policy Bucket.” One of the problems he has with this process is that it is focusing at a low level. Thinks it makes the most sense to start at the top of the hierarchy and work down. Make decisions at the top that will lead to a decision. He believes it enhances the degree of precision of this process.

*Sam Imperati:* do you see a place in the June sustainability meeting for this conversation?

*John Weigant:* has not seen a process, so there he thinks there will not be a conversation about it, and the “Policy Bucket” is too nebulous for him.

*Sam Imperati:* we can only get so far tonight; we need to bring remaining issues to subcommittee in June then have PAG make recommendation in July.

*John Weigant:* prefers macro level, top down approach. Sympathizes with consultants because they have been directed to focus on sustainability in the current phase.

*Sam Imperati:* first time we will have that substantive conversation will be in June subcommittee meeting.

*Sean Loughran:* it has never been the intent to limit the consultants in any way in their considerations of sustainability. It is part of every discussion. The big list on the wall contains many great ideas, only a handful of which will be brought into this process. It encompasses everything we are doing in Airport Futures.

Sam took a vote.

1. Does the PAG endorse the subcommittee recommendation to use the Analytic Hierarchy Process (AHP) as a decision making tool?

Result: Majority vote: 19 voted 1, John Weigant and Bob Sallinger voted 3 (They will provide a Minority Report.)

[Post Meeting note: After the meeting, Sam asked John and Bob, “What would it take to get you to a 2 from a 3?”

John responded, in part, as follows: “Just table the question until we see what our problem is. The consultant can move forward with AHP regardless of our vote, and I expect them to. Our vote serves no purpose to advance our goal. In reading the notes below, the issue for me is one of interpretation. Do I support AHP? Yes, although I think it will get in our way. Does support of AHP mean excluding other tools if it becomes apparent that AHP is distracting us? Then I don’t support AHP to the exclusion of other tools. In trying to understand the reasoning for the motion, I see it as restricting and not enabling. I think we need all the flexibility we can get in dealing with sustainability.”

Bob did not respond.

Facilitator Recommendation: There was really no need for a formal vote, as it was not intended to preclude other tools. As a result, note it was such and no need for any minority report.

This will be noted at our July 15 PAG meeting.]

2. Do you support the subcommittee proceeding with work on metrics for this framework?

Result: Consensus: 21 voted 1

## **CITY LAND USE PLAN OVERVIEW - Fred Stovel and Jay Sugnet**

### **Land Use and Transportation Subcommittee – Fred Stovel**

Fred reported that the usual citywide land use people were not at the most recent meeting. He feels that as we get to more substantive issues, they will come out of the woodwork to participate. Some questions that were discussed were: A) where does Vancouver fit in? They might want to know what is happening at the subcommittee level. B) because there is a hierarchy of rules, what are those state rules and goals that apply to what the PAG is going to consider? Not everything is subject to code or inclusion in the master plan. Tonight, Jay will ask us to consider and approve the subcommittee's key recommendations. The next Land Use and Transportation Subcommittee meeting 6/18, 6-8 pm., here at the Port building.

### **City Land Use Plan Overview – Jay Sugnet (HANDOUT)**

Jay apologizes for the wonkiness, but stresses the importance of this topic. We have an unusual situation at PDX, in that our airport is on Conditional Use permit. The City got involved in airport planning because of incredible growth in the 1990s, which raised community concerns over impacts associated with airport growth. After discussion between the Port, Community and City, the idea of a joint planning process emerged that is Airport Futures.

Land Use is partitioned for this process into two parts. Part 1 involves the PAG reviewing the preliminary proposal for regulating the airport, which will come in one of two frameworks: an airport zone or a plan district. Part 2 will involve the PAG reviewing the detailed city land use plan based on preferred airport layout (trigger points, development review, and mitigation measures), as well as city policy amendments, development code language and agreements.

The ABCs of Land Use, slide 8. This presentation was designed for neighborhoods, for folks concerned about how land use issues work in their neighborhood. Jay discussed Portland's land use planning elements:

- Comprehensive plan
- Land use system and natural resource plans
- Transportation plan

## **BREAK**

Jay continued his presentation. Planners work within two frameworks: legislative and quasi-judicial.

- Legislative – not a land use or development review; creates new laws, involves Planning Commission review, and City Council makes final decision. Both Plan District and Airport Zone require legislative action.
- Quasi-Judicial – a land use review process, where you apply existing laws or polices to specific situations. The current PDX Conditional Use process is an example of a quasi-judicial project.

The goal is to balance public interests and private interests, along with the need for public involvement and a quick decision. For Airport Futures, we are involved in a Legislative process, so we can look at the broader issues.

Does city have authority to limit airport growth? (Slide 26)

- gray area in State and Federal regulations
- City authority (land use and zoning, development, housing)

- City and Port agree that City permits are required for buildings or roads
- FAA Authority (airspace, flight operations)
- Airport proprietor rights assumption
- Undecided preemption issues
  - Policies to limit airport growth
  - City approval for runway and taxiway projects
- These are issues regardless of option selected

Why consider alternatives to Conditional Use? (Slide 28)

- City-Port IGA says make PDX an allowed use
- Status quo does not work well for City, Port, or community
- Conditional Use typical of churches, universities, and hospitals
- Lacks specifics
- Lacks flexibility
- Decisions before hearings officer, not elected officials

*Catherine Ciarlo:* is there another example of something switching from Conditional Use to a Plan District?

*Jay Sugnet:* OHSU. There may be another university/medical institution. The Airport is by far the most complex institution to be operating under a Conditional Use.

*Sam Imperati:* the subcommittee, after considering and discussing this topic, agree that whether or not we end up with an Airport Zone and Plan District frameworks, it is important to switch away from a Conditional Use.

*John Weigant:* thinks these are the two best options.

*Catherine Ciarlo:* the other options we looked at are not appropriate for the complexity of the airport.

*Mitch Berck:* agrees.

*Alesia Reese:* did you take into consideration those of us who use the current land use planning process now and are comfortable with it? By instituting a new system, the transition may become problematic and less understood.

*Fred Stovel:* we did.

*John Weigant:* Alesia's comment seems related to the familiarity with conditional use process. The process simply did not work at the scale of the airport.

*Jay Sugnet:* sees that there is a comfort and familiarity with the current process in the neighborhoods. We are not losing anything with this; we are gaining flexibility and accountability in the planning process, and we will make it user-friendly for neighborhoods.

*Andy Cotugno:* does not think the new process has been explained, especially concerning community participation. At least with the current conditional use process, the Port does have to go back to the City Council. Want so be sure all the right conditions are built in this new process.

*Jay Sugnet:* went to slide 37, below, which elaborates on the issues Andy brought up, comparing the two options against the current Conditional use.

## Plan District or Airport Zone?

<b>Considerations</b>	<b>Conditional Use</b>	<b>Airport Zone</b>	<b>Plan District</b>
Allowed Uses	No	Yes	Yes
Development Review	Type III only	Type I - IV	Type I - IV
Amendment Process	Type II or III	Type I - IV	Type I - IV
Mitigation Requirements	Yes	Yes	Yes
Notice Requirements	Yes	Yes	Yes
On-going Public Involvement	No	Yes	Yes
Noise & Environmental Overlay Amendments	No	Yes	Yes
Planning Horizon	10 years	No limit	No limit
Off-Airport Properties	No	No	Yes
Code Complexity	No	Yes	No
Difficult to Administer	Yes	Staff preference	Staff Preference

*Erwin Bergman:* as a neighborhood representative, he was not comfortable with the current City code. They bumped against regulations and code that were inflexible. Looking for significant and long-term input. Sees clear advantages, but also pitfalls concerning the impacts on neighborhoods.

*Catherine Ciarlo:* clearer to her now - the elements of a planned district. What is not clear is how you revisit it. A conditional use has the timeframe build in. It would be interesting to hear about other planned districts and how they may have dealt with neighborhood issues.

*Jay Sugnet:* if there is more growth than anticipated, then yes, the Port will come back to the City. There will be criteria for evaluating this.

*Denny Stoecklin:* the Airport Zone or Plan District, are they more cookie cutter or can they be structured with conditions, similar to a Conditional Use?

*Jay Sugnet:* Yes, it can be tailored to the unique circumstances of the airport. For example, once the Port has reached a negotiated building envelop, then there must be a review process for additional projects. There are all sorts of different ways to structure it, balancing the various needs.

*Vicki Thompson:* we can put trigger points to revisit, as well as timeframes.

*Jay Sugnet:* yes, that is the amendment process he referred to.

*Fred Stovel:* the Port has no control of the FAA, but the FAA has control over much of the airport. That is a good point for citizens to ask for a review to address those impacts.

*Alesia Reese:* did your committee take into account all these potential impacts?

*Fred Stovel:* that is the underlying hope, but we are a long way from being finished.

*Sam Imperati:* that is part of the subcommittee's job, to weigh the difference between the two options and make a recommendation to the PAG.

*Vicki Thompson:* that is what we are trying to do. She thinks, with her many years of experience and from the neighborhood perspective, this will make it easier.

Jay finished his presentation, laying out the next steps:

- Part 1: Land Use/Transportation Subcommittee meets next month to select recommended framework

- PAG considers recommendation in July
- Planning Commission meets late summer for early input on options
- Part 2: Detailed discussion of City Land Use Plan elements starting in late 2008

Sam asked for public comment. Hearing none, he called for a vote.

1. Do you agree with subcommittee's recommendation to focus on the Airport Zone and Plan District frameworks?

Result: Consensus: 21 voted 1

Next, the PAG was asked if they felt the staff or consultants were missing any important issues for the subcommittee to consider when it makes a framework recommendation for the PAG's consideration.

*Alan Hargrave:* is there any difference in the boundary size in an Airport Zone or a Plan District?

*Jay Sugnet:* no, they can be the same.

*Andy Cotugno:* what are the standards for approval? This will need to be developed.

*Jay Sugnet:* yes, those will need to be developed and is one of the challenges.

*Andy Cotugno:* would like an answer to Catherine's earlier question, concerning other examples of a plan district.

*Jay Sugnet:* the City creates them all the time. It is the largest section of our Code. There are at least fourteen in Portland. [Post meeting note: there are currently 27.] Additionally, San Diego uses this method widely; they divide the city into districts and create separate codes for each. That is somewhat the way we are heading.

*Alesia Reese:* worries about the inherent biases in making such decisions.

*Debbie Deetz-Silva:* is concerned about environmental issues

*Catherine Ciarlo:* one of the things we missed at the PAG, which we got at the subcommittee, is having staff walk us through some decision-making processes.

*Jay Sugnet:* presenting example is a work in progress.

*Bob Sallinger:* echoes Debbie's concern, for example the Columbia South Shore. The city has not followed through on this point.

*Stuart Mathew:* impact on residential zones?

*Jay Sugnet:* the plan district or airport zone would apply to the industrial areas, but in the neighborhood zones are the overlays - noise, height and environmental – that may be amended.

### **Public Involvement Subcommittee Report – Lise Glancy (HANDOUT)**

Lise gave the Public Involvement Subcommittee report, substituting for Hector Roche. Sam noted that Hector has been selected as chair, in absentia, so be careful about missing meetings as this could happen to you!

The Public Involvement Subcommittee has an Action Request form they would like the PAG to fill out and return. It is a reminder of ways PAG members can help support the public involvement efforts of the



**RESPONSES:**

**4**

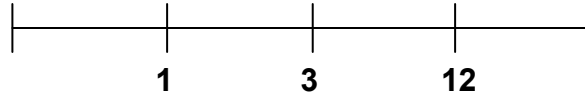
**11**

**3**

Poor

Excellent

**4. MATERIALS/DOCUMENTS:**



**RESPONSES:**

Poor

Excellent

**5. DISCUSSION:**



**RESPONSES:**