



**Planning Advisory Group Meeting #18  
Tuesday, October 20, 2009 5:30 pm – 8:30 pm**

**DRAFT MEETING NOTES**

**Announcements – Bill Blosser**

Members not able to be present include:

*Maryhelen Kincaid. (Debbie Deetz-Silva is sitting in for her.) Veronica Rinard, Dennis Mulvihill, and Chris Hathaway. Tom Gerharter has announced his retirement from Horizon. Gene Hahn – his alternate – will fill his seat.*

For our November PAG meeting, staff had intended to bring the Land Use Plan in its entirety to the PAG for review and approval. Staff will need to defer a portion to our December PAG meeting.

Public Involvement Subcommittee will bring its OPIS recommendation to the November PAG.

Bring sustainability and sideboard issues to staff via evaluation form. Sustainability subcommittee will bring final report in December.

**Approval of Meeting Notes (Attachment #2) – Bill Blosser**

One change to July 14, 2009 meeting notes: Check Page 8, Slide 12: “Pick-up/Drop-Off” and “Double the cost of parking” Positive 17% - not negative?

Staff will confirm that it should say “positive.” All applauded *Lt. Col. Stuart “Maverick – Eagle Eye” Mathew* for finding needle in haystack.

*Jacob Brostoff*, new staff for City of Portland, was introduced.

Members	Affiliation	Present
Erwin <b>Bergman</b>	Central NE Neighborhoods	√
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	√
Gene <b>Hahn</b>	Horizon Airlines	√
Cam <b>Gilmour</b>	Clackamas County	√
Gene Hahn	Horizon (replaced Tom Gerharter)	
Alan <b>Hargrave</b>	Port of Camas/Washougal	√
Chris <b>Hathaway</b>	Lower Columbia River Estuary Partnership	

<b>Laura Hudson</b>	City of Vancouver	√
<b>Debbie Deetz-Silva</b>	N. Portland Neighborhood (alternate for Maryhelen Kincaid)	√
<b>Stuart Mathew</b>	ORANG	√
<b>Patrick Metzger</b>	NE Coalition of Neighborhoods	√
<b>John Mohlis</b>	Columbia Pacific Building Trades	√
<b>Dennis Mulvihill</b>	Washington County	
<b>Brian Nelson</b>	Intel	√
<b>Mary Olson</b>	Port Commissioner	√
<b>Lai-Lani Ovalles</b>	Planning Commissioner	√
<b>Alesia Reese</b>	E. Portland Neighborhood Office	√
<b>Veronica Rinard</b>	Travel Portland	
<b>Hector Roche</b>	Multnomah Co. Community Liaison	√
<b>Lawrence Russell</b>	Environmental Justice	√
<b>Bob Sallinger</b>	Audubon Society of Portland	√
<b>Michael Sloan</b>	Vancouver Neighborhoods	√
<b>Dave Smith</b>	Vice Chair	√
<b>Denny Stoecklin</b>	Portland Office of Neighborhood Involvement	√
<b>Fred Stovel</b>	Office of Neighborhood Involvement	√
<b>Vicki Thompson</b>	PDX Citizen Noise Advisory Committee	√
<b>John 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	
Jacob Brostoff	City Planning Bureau	√
Chris Corich	Port's Project Manager	√
Renee Dowlin	Port – PDX Environmental	
Jason Gately	Port – Long Range Planning	√
John Gray	City Office of Transportation	√
Lise Glancy	Port – Government Relations	√
Nancy Hendrickson	City Bureau of Environmental Services	√
Sam Imperati	Facilitator (ICM)	√
Misti Johnson	Port Legal	√
Scott King	Port – Long Range Planning	√
Sean Loughran	Port – Long Range Planning	√
Cameron Modjeski	Jacobs Consultancy	√
Phil Ralston	Port – Aviation Environmental	
Kelly Rodgers	David Evans and Assoc.	
Steve Schreiber	Port – Aviation Director	√
Alan Snook	DKS Associates	√
Deborah Stein	Planning and Sustainability Bureau	
Jay Sugnet	City's Project Manager	√
Chris White	Port – Community Affairs	

Others Present: Lee Perlman, Kelly Sweeney, Chris Carpenter, Melissa McCluney, Karen Myer.

## **Public Outreach – Hector Roche/Lise Glancy**

Quick Update: At November meeting, we will bring forward our 100% ongoing PDX advisory committee. It may require tweaking to ensure consistency.

The last meeting of the Public Involvement Subcommittee was on 9/16/09. We discussed the OPIS framework and work plan in detail. Our next meeting is tomorrow night (10/21/09) at the Kennedy School Community Room. The goal is to close on the OPIS recommendation to PAG.

Since our last PAG meeting on 7/14/09, we have had six outreach meetings and met with 119 people; also had five subcommittee meetings. Key comments are noted on the slide. City of Vancouver has expressed interest in sponsoring OPIS.

On the table in front of you is a summary of our Public Outreach efforts. This afternoon, we met with the Coalition of Communities of Color.

Public outreach comments: combination of thank-yous and good suggestions for moving forward, mostly land use and general comments.

To help finalize our OPIS recommendation, we have sent letters to potential OPIS organizations/ jurisdictions and will do follow-up meetings with these groups to see if there is INTEREST in participating in OPIS. So far, the response is positive (Coalition of Communities of Color, Fairview, Columbia Corridor, Washington County, and Vancouver).

A list of upcoming meetings is noted on the slides and in your handouts.

Inviting OPIS sponsors to discuss issues with PISC at our 11/18/09 subcommittee meeting (to be rescheduled to January 2010).

## **Master Plan – Sean Loughran/CF Booth**

100% v. 90% as agenda item states. If PAG comfortable tonight, then proceed with implementation and financial plans for December PAG report out. Key questions for PAG consideration after *CF Booth's* presentation:

- 1) Does PAG agree that the master plan for airport development reflects our commitment to sustainability, enables us to maintain our level of service and position as a premier airport, is flexible, and can be modified if dictated by changes in circumstances?
- 2) Has the planning team completed sufficient analysis to proceed with implementation plan and final documentation?

*Sam Imperati* introduced *CF Booth/Sean Loughran*.

## **Master Plan/Sustainability Subcommittee – Sean Loughran**

Master Plan/Sustainability Subcommittee met on September 22 to review the Master Plan. Discussed how sustainability has been incorporated into the Master Plan. Also discussed trends and events that have transpired since the April 2008 forecast and agreed that the forecast remains suitable for purposes of the master plan (i.e., insufficient data to alter course). The subcommittee recommended forwarding both master plan and forecast review to PAG for review and approval. Forecast sent electronically and available on table as handout.

*CF Booth* presented Master Plan PowerPoint.

### **Slide 4: BACKGROUND**

Significant elements of the master plan

- Inventory
- Follow-on studies from previous master plan
- Probabilistic forecasts developed with PAG and subcommittee input
- Requirements based on 50th percentile forecasts and sustainability principles

- Alternative development concepts based on centralized Airport development and sustainability criteria reflecting PAG vision and values
- Emerging plan
  - Viable even if 90th percentile forecasts materialize
  - Preserves flexibility to respond to regional, economic, and industry changes
  - Can be phased and built
  - Considers potential 3rd parallel runway
  - Critical issues are understood and documented

#### **Slide 5: SUSTAINABILITY**

Approach was developed to ensure emerging plan reflects PAG Vision and Values and Sustainability Guiding Principles

Sustainability criteria for facilities planning were developed with PAG's sustainability subcommittee:

- Preserve future development options
- Minimize environmental impacts
- Use land resources efficiently
- Maximize operational efficiency
- Ensure development can be effectively phased
- Comply with FAA airport design criteria

#### **Slide 6: SUSTAINABILITY (continued)**

Application of sustainability criteria yielded significant results

- Activity forecasts reflect global climate change
- Confirmed Terminal Expansion East and planned compatible facilities
- Minimized concourse and gate expansion by increased gate utilization and construction of aircraft remain overnight aprons
- Increased ticketing capacity through the application of technology and procedural changes rather than construction
- Resolved deplaning curbside and roadway deficiencies with reconfigured and reused commercial vehicle area
- Grouped similar functions and reused existing facilities
- Minimized development of and near environmentally sensitive areas
- Airport is well-positioned to meet region's future needs with a flexible plan
  - Environmental, social and economic factors are balanced appropriately
  - Development outside existing envelopes is minimized

#### **Slides 7-11: PLAN FOR POTENTIAL AIRPORT DEVELOPMENT**

Please see Project website at <http://www.pdxairportfutures.com> for Development Options by Planning Activity Level

#### **Slide 12: FOLLOW-ON STUDIES**

Issues outside the scope of the master plan have been identified and documented for resolution in follow-on studies

- Passenger terminal master plan
- Terminal expansion east project definition, including P3 garage
- North side properties redevelopment
- P4 project definition
- All-cargo development
- Gate management/operations
- Concourse A hold room improvements
- Concourse E regional airline hold room improvements
- ARFF facility siting
- 82nd Ave interchange
- High-speed rail connectivity
- Remain overnight aircraft parking
- Commercial vehicle area redevelopment
- Enplaning roadway

- Rental car strategy

### Slide 13: PAG ACTION

- Does PAG agree the master plan for Airport development
  - Reflects our commitment to sustainability
    - PAG Vision & Values
    - Guiding principles & example goals
    - Sustainability criteria for facility planning
  - Enables us to maintain our level of service and position as premier airport
  - Is flexible and can be modified if dictated by changes in circumstances (e.g., advances in technology, modified passenger behavior, new security regulations)
- Has planning team completed sufficient analysis to proceed with implementation plan and final documentation

Focus is on the master plan for Airport facilities development through 2035

*Sam Imperati* asked for questions for *CF Booth*.

*Erwin Bergman* asked if *CF Booth* could elaborate on the high-speed rail connectivity follow-on study. *Erwin Bergman* wants a discussion of this before whole process ends.

*CF Booth* stated that high-speed rail is important to the region and for connectivity to airport. Where is the region headed, and how can we include high-speed rail into the airport facility for ease of modal change for passengers?

*Erwin Bergman* asked if high-speed rail would go right by airport or where the alignment might be.

*Sean Loughran* stated that high-speed rail (HSR) has been addressed throughout this process. For example, the amount of travel demand that would shift to HSR was studied in the Forecast. As the region moves forward with HSR, likely in the I-5 Corridor, the question for the airport is how do we connect to HSR alignment wherever it is? This is part of the sideboards discussion. We are not going to lose track of it and it has been identified as a future follow-on study.

*Erwin Bergman* said that he wanted to make sure it was not lost.

*Sam Imperati* said that there would be agenda time for this issue at the December PAG meeting. PSU is forming a task force to study HSR.

*Andy Cotugno* stated that 9/15/09 was the application deadline for federal money and ODOT applied for money in this cycle.

*Bob Sallinger* asked how this meets our environmental sustainability objectives. Lots of parking was discussed — can we do more on this? Parking is a money generator for Port, not a necessity. *Bob Sallinger* stated that this is especially true for employee parking. He believed that this was a 1950s transportation-planning model.

*CF Booth* agreed that there is lots of parking, but this is a plan to deal with worst case. Hopefully, light rail transit (LRT) ridership will increase, but if this much parking is needed, these are the places where this makes most sense.

*Bob Sallinger* asked how this meets our sustainability objectives.

*CF Booth* stated that at each decision point, sustainability criteria were examined. We have been looking to minimize impacts. *CF Booth* believes that we have applied those criteria in coming up with these alternatives.

*Sean Loughran* stated that the previous Master Plan (MP) was very different from today's proposed MP. He believes that sustainability has made the difference between the last MP and this one. In this MP, the Port is looking for infill and redevelopment opportunities first. With respect to employee parking, no new parking is anticipated/planned until Planning Activity Level (PAL) 4, in approximately 2027. The goal is to make up difference

with other modes before parking is expanded. The Port has made a number of investments to encourage better mode split. The Port has also identified locations for parking, but it is not committed to a particular schedule.

*Andy Cotugno* asked how much of this MP is dealing with physical characteristics and how much is programmatic. For examples, does the MP call for the kinds of actions that are needed to get to the right mode split?

*Sean Loughran* said that the plan you see tonight is the facilities plan. It's not the policy piece — a great deal of that goes into City's LUP. Another portion of it is ongoing work, including Vision & Values, Guiding Principles, Follow-On Work, and how the Port reports back to OPIS about ongoing work. Most of this is a Facilities Plan, however.

*Andy Cotugno* asked if there is some other piece that describes the policy/programmatic work.

*Sean Loughran* said that there were three pieces: the Master Plan (MP,) the PAG Report, and the Land Use Plan (LUP). What *Andy Cotugno* is asking about will be captured more in the LUP and the PAG report.

*Sam Imperati* clarified that the sustainability piece will be better described and discussed at December's PAG meeting.

*Bill Blosser* asked if there is an outline of the entire body of material that we will finish and present, to answer *Andy Cotugno's* questions.

*Sam Imperati* stated that staff is working on that in the next two weeks. It's a combined staff effort to show the entire package.

*John Weigant* asked to back up one slide. He stated that Follow-On Studies are ways to answer the question in the future. He suggested that we should have a follow-on study for parking. That way, stakeholders can track the PAG's intent on the various issues. A concern he's had since the beginning is the need for a reliever airport on rural land. If we measure political sense today, he feels that we won't get a third runway, which constrains the Port from meeting demand. He stated that a reliever airport for military/GA is a good topic for a follow-on study, and a way to deal with sideboard issues.

*Sam Imperati* reiterated that all sideboard issues are for November and December meetings.

*John Weigant* asked if the PAG could recommend follow on studies for sideboard issues.

*Sam Imperati* said that the PAG could do that.

*Sean Loughran* said that this is our best guess at the follow-on studies we think we've heard the need for, but it's not complete.

*Chris Corich* explained that the Port basically breaks even on employee parking, to address *Bob Sallinger's* question about that.

*Jay Sugnet* stated that the follow-on studies would look at parking issues via OPIS, not via a consultant working in private. OPIS will look at the question of whether there are things we can do to avoid or postpone building a new parking structure.

*Brian Nelson* asked when the MP and financial plan would come together. Do you cost out the MP? What about affordability?

*CF Booth* agreed that these were good questions and clarified that staff has completed cost estimates for all of these projects and started the financial component of MP. We want to integrate the MP with the Port's Capital Improvement Projects (CIP.) We have to show the FAA that this is feasible. It's like doing a household budget. We look for opportune times to do certain projects. We look here and there to find a plan that can be financed.

*Sam Imperati* added that the financial plan will come at the December 15 PAG meeting.

*Stuart Mathew* asked what has been done to encourage modal shift.

*CF Booth* stated that he didn't know.

*Sean Loughran* clarified that this issue is not in there, but we've looked at expanded LRT to Clark County, expanding the pedestrian and bicycle master plan, and other things, including programs like employee commute options ("PassPort").

*Stuart Mathew* echoed that it's not a large capital project, but a series of small programmatic things.

*Andy Cotugno* stated that he has seen a lot of work in some of the subcommittees for environmental protection, but we're not seeing that tonight. He wanted to clarify if *Sam Imperati* was calling the overall question on sustainability goals, and if so, how does that fit into the big picture?

*Sam Imperati* clarified that we're looking specifically at the MP component. The main question is, are there fatal flaws, or can we move forward? In December, when we do the final sustainability check at the December 15<sup>th</sup> meeting, we can look at the whole package.

*Jay Sugnet* stated that by doing redevelopment/infill, we are not impacting natural resources.

*Bob Sallinger* challenged that, saying that some of these buildings are going into habitat that may or may not be mitigated for. We don't know the answer for this. If mitigation is done for all impacts, then we're meeting the sustainability goal.

*Jay Sugnet* agreed.

*Sam Imperati* said the he would call the questions, after which there would be public comment.

*Sam Imperati* called the questions. They are:

- 1) Does PAG agree the master plan for Airport development
  - Reflects our commitment to sustainability
    - PAG Vision & Values
    - Guiding principles & example goals
    - Sustainability criteria for facility planning
  - Enables us to maintain our level of service and position as premier airport
  - Is flexible and can be modified if dictated by changes in circumstances (e.g., advances in technology, modified passenger behavior, new security regulations)
- 2) Has planning team completed sufficient analysis to proceed with implementation plan and final documentation

Implicit in questions is that subcommittees looked at Jacobs' briefing paper on aviation forecasts, and that the subcommittee agreed that the MP is based on updated forecast work, and that those numbers are good. *Sam Imperati* asked if *Erwin Bergman* agreed with this.

*Erwin Bergman* said that yes, he did agree with that. Satisfied with the forecast review.

*Sam Imperati* stated that this is de facto approval that forecast numbers are good and valid. I want to avoid an unintentional fly-by.

*John Weigant* clarified that a better term than "good and valid" is "adequate." The best information we have is where we are today — about the 10<sup>th</sup> percentile. Linda said that we shouldn't recalibrate the origin.

*Sam Imperati* stated that her words are that these are still appropriate inputs.

*John Weigant* said that he could accept that.

*Sam Imperati* asked for comment from members of the public. There was none.

## **PAG Vote**

*Sam Imperati* reminded PAG of 1-2-3 voting process and called the first question, above.

- 1) PAG VOTE: *Bob Sallinger* voted 3. All other members voted 1 except *Andy Cotugno* voted 2.

*Sam Imperati* called the second question, above.

*Nancy Hendrickson* asked how we would factor mitigation into this if we don't know the overall cost and planning impact because we don't know extent of mitigation.

*CF Booth* clarified that the question is can we proceed with doing financial planning?

*Chris Corich* said that we don't yet know the cost of mitigation. So far so good, but staff is developing the environmental cost component. It's looking better than 10 years ago.

*Nancy Hendrickson* asked if we knew the financial piece yet.

*Sean Loughran* said that the area of greatest interest with financial analysis is really the next 5-10 years. Looking at Planning Activity Levels (PALs), SW Quad is the main one for mitigation and we want to avoid that for as long as possible. When Airtrans Center is fully built out, we'd pursue redevelopment before going to SW Quad. Another source of impacts to natural resources is Portland International Center (PIC) and the consolidated rental facility, but that's not until at least 2027. Since it's so far out, we're not looking at a line item for mitigation.

*Nancy Hendrickson* asked if it was fair to say that this implementation plan is for the next 5-10 years.

*Sean Loughran* agreed that it was fair to say that.

*John Weigant* asked if the financial analysis is by PAL.

*CF Booth* said, yes.

*John Weigant* asked if it is possible to include mitigation costs in PAL 1, and for future projects.

*CF Booth* said that that wasn't really possible. We would need to know on a project-by-project basis.

*John Weigant* asked for an order of magnitude.

*Chris Corich* said that we could do that for SW Quad. We haven't decided what resource values are there yet, but we're working on it. We need to know that by the end of this process.

*Bob Sallinger* asked why *Sam Imperati* was calling the question now. If you can't answer sustainability questions now, then why call the question? VMT reduction targets, mitigation, facility design can't be described now, so we can't answer the question with what you've given us tonight. Why vote when there are broad questions out there?

*Chris Corich* clarified that perhaps we haven't asked the right question here and framed it appropriately. Is this the right facility plan? I can't tell you what the VMT goal is, other than we know we're going to reduce it. At a high level, are we really off track? Let us know now.

*Bob Sallinger* said that we're not off track, but knowing the layout doesn't answer the question, are we the most sustainable airport?

*Sam Imperati* clarified that the PAG was not being asked that question now. The PAG will be asked that in December.

*Bob Sallinger* stated that we couldn't answer that now.

*Sam Imperati* agreed and said that staff is saying that we'll come back on that.

Alesia Reese said that she shared Bob Sallinger's concerns because sustainability seems isolated from issues in finance and environmental impacts. Answering question that has been called, she can't vote yes because she wasn't clear on how these things work together to achieve our vision and values. She needs to see relationships and additional information, and how impacts are measured against each other. If you pick one alternative over another, there are domino effects and costs, and you explained that with employee parking. She didn't feel comfortable voting on this now.

John Mohlis said that as a sustainability subcommittee member who has attended the majority of the subcommittee meetings, he felt like we've answered that question and we can vote on it tonight.

Brian Nelson asked what we are being asked exactly. He wasn't clear on that.

Sam Imperati clarified the question, saying, are you seeing anything that should stop CF BOOTH and team from doing the numbers? Staff will come back with a package at the December 15<sup>th</sup> meeting. Does anyone object to moving forward?

Brian Nelson restated, saying that we're not seeing anything egregious in layout and asking if we're being asked if it's OK to move forward with numbers.

Sam Imperati said, yes.

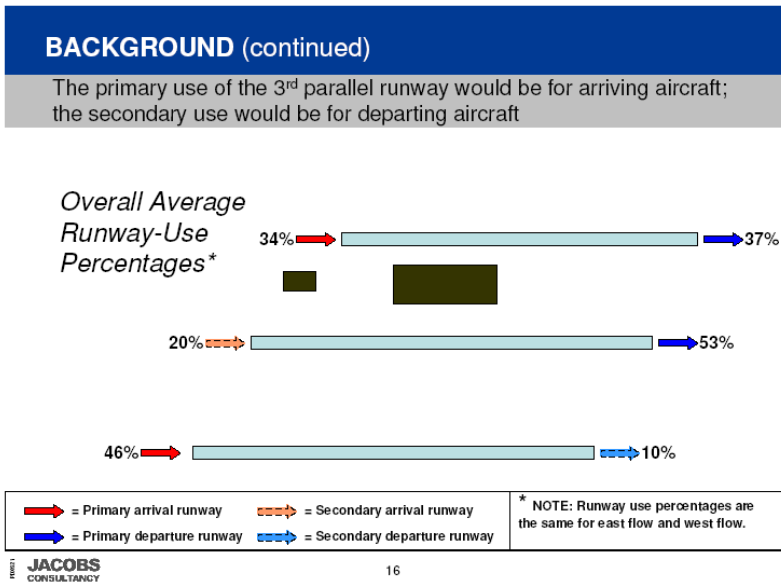
Sam Imperati called the second question.

**PAG VOTE:**

2) John Weigant voted 3, Bob Sallinger voted 2, and everyone else voted 1.

Sam Imperati presented CF BOOTH for 3<sup>rd</sup> runway update.

**Slide 16:**



**Slide 17:**

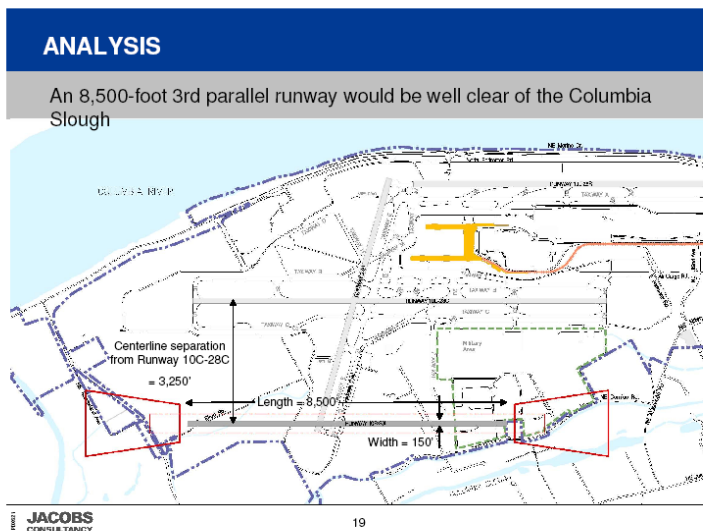


**Slide 18: APPROACH**

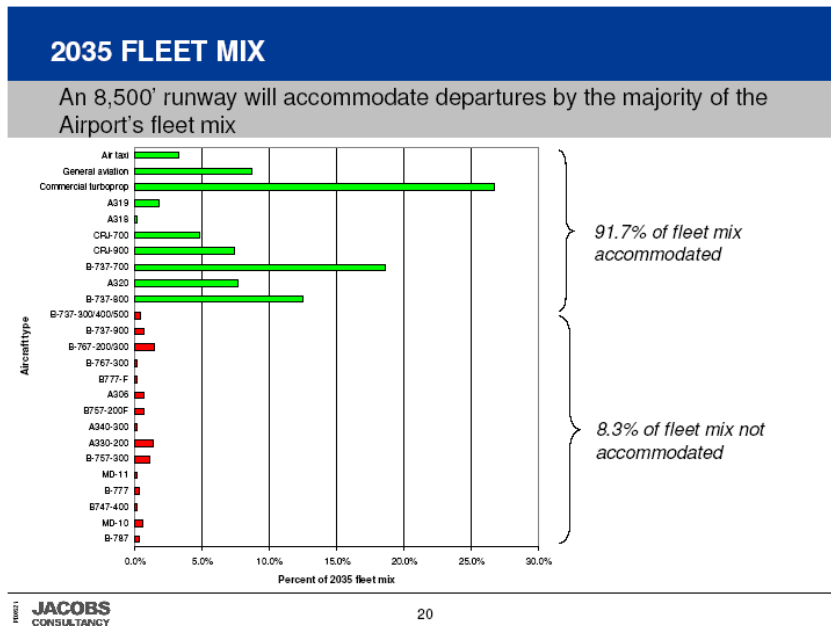
The approach was based on planning criteria reflecting PAG vision and values

- Planning criteria
  - Preserve future development options
  - Minimize environmental impacts
  - Use land resources efficiently
  - Maximize operational efficiency
  - Ensure development can be effectively phased
  - Comply with FAA airport design criteria
- Approach
  - What length is consistent with the planning criteria
  - What aircraft types could be accommodated
  - What percentage of the future fleet mix could be accommodated
  - Would the runway serve its intended purpose

**Slide 19:**



Slide 20:



Slide 21: CONCLUSIONS

8,500' is an adequate length for the 3rd parallel runway

- The runway will be used primarily for aircraft landings
- An 8,500 foot runway can accommodate
  - Landings by virtually all aircraft in the 2035 fleet mix
  - Takeoffs by majority (over 90%) of aircraft in the 2035 fleet mix (on a hot day and at maximum take-off weight)
- An 8,500 foot runway cannot accommodate departures by all wide body and cargo aircraft
- The revised runway concept is consistent with PAG planning criteria
  - It preserves the flexibility for either the Centralized or Decentralized concept and the flexibility for use by the majority of the forecast 2035 aircraft fleet
  - It minimizes potential environmental impacts
  - It maximizes land use efficiency
  - It maximizes operational efficiency

Discussion:

Alesia Reese said that Sea-Tac has new a runway and asked if there was any feedback on it.

CF Booth said that it was fine and that there wasn't any specific feedback.

Erwin Bergman said that according to news media, FAA said that the new runway would be used in emergencies and unusual occasions, but now it's used all the time. People are saying that the FAA and airport have lied to them.

Chris Corich said that he and Erwin Bergman could look at the Draft Environmental Impact Statement (DEIS), but that there should not be any personal attacks on the FAA.

Erwin Bergman clarified that he was quoting the media, but also said that he was uncomfortable with FAA based on previous experience.

*Sam Imperati* asked the group to refocus. CF BOOTH is saying that we don't need a new runway at a length of 11,000 feet for the planning horizon. Does the PAG agree with this? In the Airport Layout Plan (ALP), the 3<sup>rd</sup> shorter runway will be drawn. That's what we're looking at. Does PAG agree with the depicted 3<sup>rd</sup> runway as the dashed line on ALP? Additionally, should we include a note describing the 3<sup>rd</sup> runway in the ALP with PowerPoint slide language? The new piece is that the runway will be shorter than in last MP.

*Sam Imperati* called both questions (subcommittee recommendations were to approve).

Discussion.

*Erwin Bergman* stated that his preference would be for the 3<sup>rd</sup> runway to go away, but he can't disagree with anything shown here tonight. He's comfortable. What would happen if you just delete the third runway? Could it be added back in 2050?

*Chris Corich* said that it could be added back, but that the value to the Port is that having it on the Airport Layout Plan (ALP) tells prospective tenants that this area is off limits. If we build in this area, it will be very expensive (and on the Port's dime) to move them IF a third parallel runway was ever needed.

*John Weigant* said that the 1992 MP evaluated a series of runways of several lengths. We may not need something as big as 8,500 ft. We should outline a rectangle/conceptual reserve with no detail depicting a 3<sup>rd</sup> runway reserve with no details.

*Chris Corich* said that we've gone almost that far.

*Bruce Fisher* said that it would be hard to do airspace analysis without it on the ALP. We can do what we want, but someone will have to deal with it in the future.

*Bob Sallinger* said that he was trying to understand the value of the conceptual reserve. What is the value of the line on the map? Are there implications on or off airfield of having that or not having that?

*Chris Corich* said that when you're negotiating with someone for a land lease, like we were at that time, it's helpful to have it on the map.

*Bob Sallinger* asked if there were implications for the landscape. If someone wants to do something at Colwood Golf Course is there an implication?

*Chris Corich* clarified that in the 2000 MP, the Oregon Food Bank was building their new facility, and it alerted them that they might be in the way in the future.

*Bob Sallinger* asked if the City acquired Colwood and wanted to do restoration in the northern part, would the 3<sup>rd</sup> runway impact that. It seems like there might be implications.

*Chris Corich* said that in that example, he'd hope the Port would be a part of that conversation.

*Jay Sugnet* added that this is part of the natural resources discussion.

*Alesia Reese* asked about impacts on neighborhoods for lines that do or do not exist. There could be impacts to landowners. She didn't see any negatives to having something on the map that would help neighborhood associations to do some long range planning. It's good to have a concept of what might happen.

*Andy Cotugno* said that *John Weigant* had previously mentioned different lengths. Did the Port or its consultants find the "sweet spot"? Are there environmental impacts that can be avoided if the length is shorter?

*Chris Corich* said that the Port had looked at Sea-Tac, and that they were trying to balance so we started with 8,500 feet in length. There is science to it, but it's not precise.

## **PAG Vote**

*Sam Imperati* called the question: The analysis and application of sustainability criteria indicates we don't need a new runway at a length of 11,000 feet for the planning horizon. Does the PAG agree that the 3<sup>rd</sup> shorter runway will be drawn? .Restated, does PAG agree with the conclusion that a shorter, 8,500 foot, parallel runway is the appropriate planning assumption for a potential future 3<sup>rd</sup> parallel runway?

All voted 1 except for *Bob Sallinger* who voted 2.

Sam then called the next question:

Do you agree that the Port should:

- Depict 3<sup>rd</sup> Parallel Runway on ALP as a dashed line
- Include a note on the ALP drawing that describes the 3rd Parallel Runway as follows:
  - Conceptual Reserve
  - Not required for planning period
  - Not currently a permitted development in the City's Plan District
  - Will be evaluated in future Master Plans
  - Will require an Environmental Impact Statement

Do you agree that the City should include:

- A Plan District provision prohibiting development of a 3<sup>rd</sup> Parallel Runway
- Plan District (code) commentary defining direction and context for future legislative action if necessary
- Comprehensive Plan Goal map and language regarding legislative process

All voted 1.

### **Next Steps – *Sean Loughran***

#### **Slide 22: NEXT STEPS**

- Financial plan *October – November, 2009*
  - Cost estimates
  - Integration with Port financial plan
  - Key issue will be does the Port have financial ability to implement or will it take longer to implement.
- Airport layout plan *October – December, 2009*
- Documentation *Ongoing*

#### **Break**

#### **75% Land Use Plan - *Fred Stovel/Cameron Modjeski/Jay Sugnet***

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

- The LUTSC has been busy – met twice since the last PAG meeting.
- 9/2 meeting was focused on noise. As you may recall, staff presented the noise contours at the July PAG at NAYA. The staff recommendation at that time was to keep the City's Noise Overlay provisions as is. The main reason is that although the contours shrank significantly since 1990, the contours are anticipated to grow between now and 2035.
- In July, the PAG seemed to have a difficult time relating to DNL as a measurement of noise – because it is a yearly weighted average. Since July, Jacobs did an enormous amount of work modeling alternative metrics that better represent what people hear on the ground. *Cameron Modjeski* will present a very short version of what the subcommittee reviewed in September. The bottom line is that the alternative noise metrics confirm the earlier staff recommendation to keep the City's noise overlay as is. However, there was considerable discussion of what to do beyond the 65 DNL and that is the subject of two other subcommittee recommendations that *Jay Sugnet* will present tonight.
- Over the past two meetings, the LUTSC crafted a recommendation that is in the form of a memo (on yellow paper in your packets). *Jay Sugnet* will go over each recommendation, *Sam Imperati* will facilitate a discussion and wed will call the questions.

- In preparation for the November PAG meeting that will focus on the City Land Use Plan – the LUTSC will review the 99% complete transportation impact analysis, review the discussion draft of the City's Zoning Code Amendments (Plan District, Noise Overlay, and Height Overlay) and review the draft natural resources work (may not be ready for PAG until December).
- I hope to have the LUTSC make a final recommendation on these pieces (other than natural resources) at the November 4 LUTSC meeting in preparation for the November 17<sup>th</sup> PAG meeting.
- A special thanks to *Andy Cotugno, Laura Hudson, Vicki Thompson, Erwin Bergman, and John Weigant* for putting in the extra time so that we could have a well reasoned recommendation for the PAG's consideration tonight.

**Jay Sugnet**

On the table in front of you is the Land Use Plan/Noise PPT. Review the Land Use/Transportation Subcommittee Report and Recommendation. (Yellow paper)

**Slide 3: WHERE ARE WE GOING?**

City Land Use Plan – needs through 2035

- 1) Height Overlay (November PAG)
  - a. No change
  - b. Housekeeping
- 2) Landscaping Standards (November PAG)
  - a. Minor changes
- 3) Traffic (November PAG) and Natural Resources (December PAG)
  - a. Study and mitigation
- 4) Noise Contours (October PAG)
  - a. Subcommittee Recommendation
- 5.) Plan District Boundary (November PAG)
  - a. Not influenced by 3rd runway

**Slide 4: NOISE**

Subcommittee and Staff Recommendation to PAG

- Keep current City Noise Overlay provisions for 65 DNL and above
- Expand City Noise Overlay for purposes of disclosure out to the 55DNL for the 2035 50th Percentile Forecast
- Convene a work group to further address noise outside the 65 DNL

**Slide X: CITY LAND USE PLAN**

Noise Impact Overlay Amendments

How it works now:

- Residential development inside of 65 DNL is limited in density
- New residential development inside of 68 DNL is prohibited (no exceptions)
- Noise insulation, easement and disclosure statement are required for new residential development

Problems

- Noise impacts extend beyond the 65 DNL

**Slide 5: CITY LAND USE PLAN**

Noise Impact Overlay Amendments

Proposed solutions:

- Keep 1990 overlay in place
- Use 2035 50th percentile 55 DNL for a larger zone boundary
  - Add disclosure only for 55 DNL

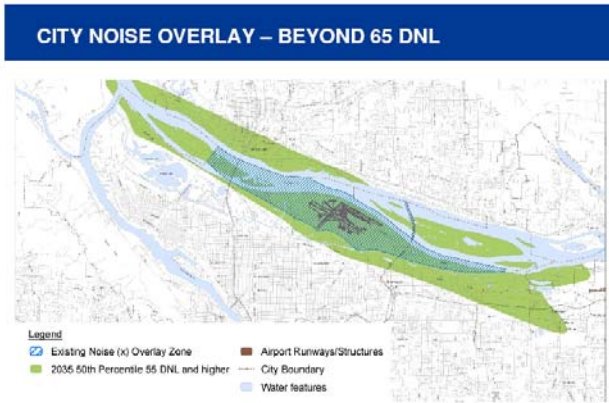
**Slide 7: CITY LAND USE PLAN**

Noise Impact Overlay Amendments

Consequences:

- Residential development limitations, prohibitions remain in place for 1990 Noise Overlay
- No new winners/losers
- Opportunity cost – approximately 200 housing units
  - new homes highly impacted by noise
- New residential development/major reconstruction within 2035 50th Percentile 55 DNL requires recorded noise disclosure

**Slide 8: CITY NOISE OVERLAY – BEYOND 65 DNL**



**Slide 9: NOISE DISCUSSION**

Focus is on supplemental noise metrics

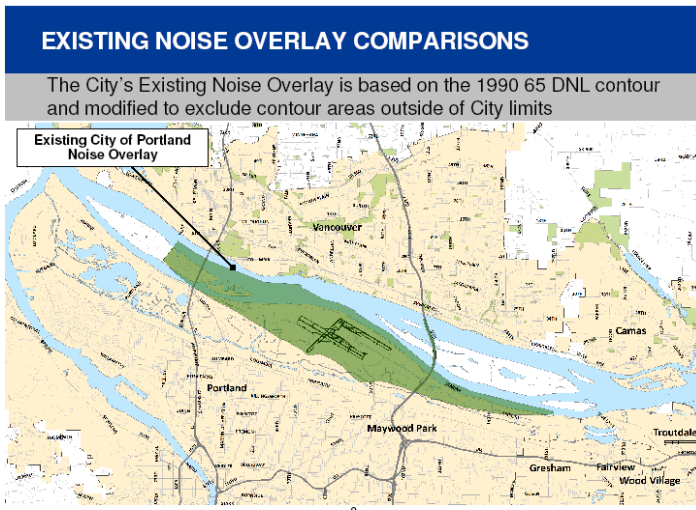
- FAA’s Integrated Noise Model
- Description of cases modeled
- Supplemental metric definitions
  - Time-Above (TA)
  - Number-of-events Above (NA)

**Slide 10: DESCRIPTION OF CASES MODELED**

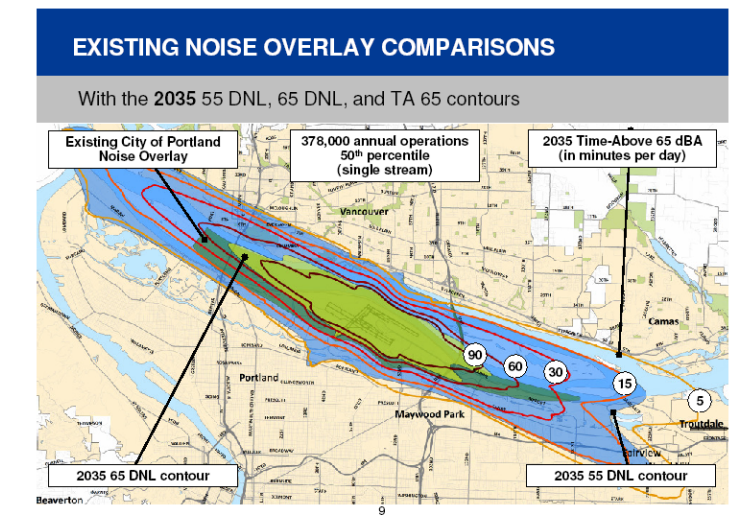
**DESCRIPTION OF CASES MODELED**  
 Cases were defined to assess changes in noise exposure resulting from future changes in activity, departure restrictions, and airfield geometry

Case	2008	2035		
		378,000 (50th percentile)	567,000 (90th percentile)	567,000 (90th percentile)
Annual operations	253,000 (actual)	378,000 (50th percentile)	567,000 (90th percentile)	567,000 (90th percentile)
Departure restrictions	Yes (single stream)	Yes (single stream)	No (dual stream)	No (triple stream)
Airfield geometry	Existing	Existing	Existing	3rd parallel runway

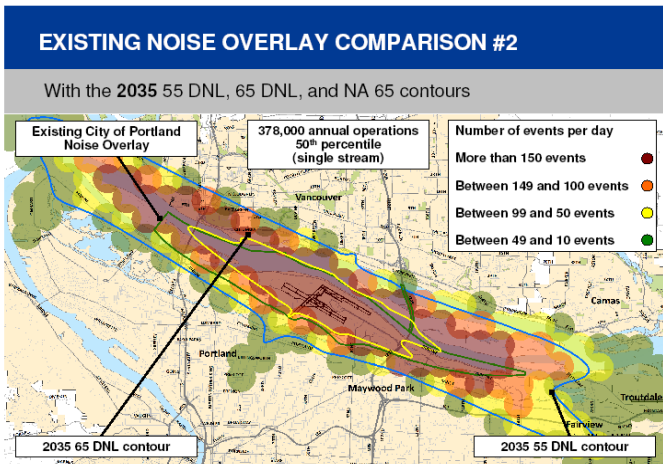
### Slide 11: Existing Noise Overlay Comparisons



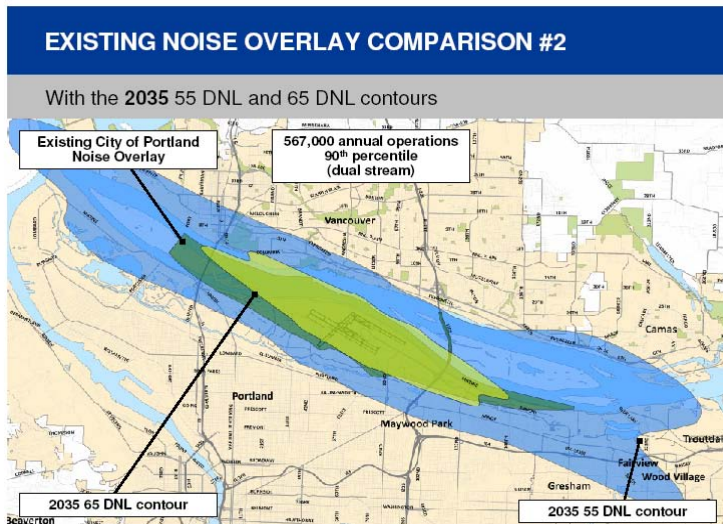
### Slide 18: Existing Noise Overlay Comparisons



### Slide 19: Existing Noise Overlay Comparison #2



Slide 20: Existing Noise Overlay Comparison #2



Slide 22: NOISE

Subcommittee and Staff Recommendation to PAG

- Keep current City Noise Overlay provisions for 65 DNL and above
- Expand City Noise Overlay for purposes of disclosure out to the 55DNL for the 2035 50th Percentile Forecast
- Convene a Noise Work Group to further address noise outside the 65 DNL

Slide 25: NOISE – BEYOND THE 65 DNL

Proposed Noise Work Group

- Why:
  - Address noise impacts beyond 65 DNL
  - Requires additional time and analysis
  - Includes all interested parties

Slide 26: NOISE – BEYOND THE 65 DNL

Proposed Noise Work Group: Timeframe and Structure

- Timeframe: 6 months to one year, starting now

- Core team:
  - City & Port noise offices
  - City & Port Planning
  - City of Vancouver
- Membership:
  - CNAC members
  - OPIS/PAG members
  - Agencies (FAA, ORANG, etc.)
  - Other cities and counties

#### **Slide 27: NOISE – BEYOND THE 65 DNL**

Proposed Noise Work Group: Process and Products

- Process:
  - Work Group decides what to look at beyond 65 DNL
  - Report back to CNAC and PAG
  - Review current noise program - what's already being done?
  - Review new information and ideas (ACRP report, alternative metrics)
  - Develop recommendations
  - Report back to CNAC, PAG/OPIS, City Council, Port Commission, other jurisdictions
- Products:
  - Proposed mitigation boundaries
  - Mitigation recommendations

#### **Slide 28: NOISE – BEYOND THE 65 DNL**

Subcommittee recommendation: Do you agree that the City and Port should convene a Noise Work Group to address impacts beyond the 65 DNL. Yes.

*Andy Cotugno* said that shrinking the x overlay wouldn't allow you to build 200 more houses. He asked if shrinking the x overlay would result in the 200 houses not being insulated.

*Jay Sugnet* said, no, and explained that currently you can only build a handful of units in that area. If you shrank the boundary, you'd gain approximately 200 new units.

*Mike Sloan* asked if the 2035 50<sup>th</sup> 55DNL covers part of Vancouver.

*Jay Sugnet* said that it did.

*Mike Sloan* asked why there is no overlay in east Clark County. Is there anything in the document that the PAG will produce that will be a recommendation to Clark County?

*Jay Sugnet* explained that staff is showing you the end-result of the subcommittee's recommendation to the City of Portland.

*Bill Blosser* asked to clarify what the crosshatched area means on the map: is there a 2008 55DNL?

*Jay Sugnet* and *Cameron Modjeski* indicated that there was not. Nothing changes for the crosshatched area, but we are recommending disclosure.

*Vicki Thompson* expressed her pleasure with the fact that we are finally recognizing that there is noise beyond the 65DNL.

*John Weigant* asked if this will result in annexed areas (W Hayden Island) getting the x overlay?

*Jay Sugnet* stated that it would.

*Erwin Bergman* asked if any changes to Title 17 were being proposed.

*Jay Sugnet* stated that there were none proposed.

*Jay Sugnet* turned over presentation to *Cameron Modjeski*.

## **Discussion and Vote**

*Andy Cotugno* asked about the difference between 65DNL and 65dBA?

*Cameron Modjeski* explained that DNL is a nighttime-calibrated metric. Nighttime operations count as 10x daytime events. dBA is an overall average.

*Andy Cotugno* asked if it was true that the two metrics meant that it's possible for there to be a lot of noise from time to time, with long periods of quiet.

*Cameron Modjeski* said that this was true.

*Erwin Bergman* stated that 65dBA will interfere with speech, but to account for the annoyance value of aircraft vs. highway/rail, you should add 5dB to the aircraft noise measurement. For rail, you subtract 5dB for rail. *Erwin Bergman* asked why we couldn't pick a lower value. Some research shows that there is a disturbance at 50dBA. He also asked about low frequency dBA?

*Cameron Modjeski* stated that the Port anticipated these questions and asked for 55 and 60, which the consultants have provided. The "A" in dBA drops off low-frequency noises that are commonly inaudible to people.

*Erwin Bergman* stated that we should look at dBC.

*Cameron Modjeski* said that JACOBS could do that if noise group wants us to. The dataset supports that kind of analysis.

*John Weigant* asked if a new overlay for the 55 DNL would be created.

*Jay Sugnet* said no, we would apply the "x" overlay, but there would be contour for 55.

*John Weigant* asked if the proposal is to expand the x overlay.

*Jay Sugnet* said, yes.

*Hector Roche* asked how disclosure would help a homebuyer.

*Jay Sugnet* said that it wouldn't unless they read all of the documents before sale. This will be recorded against the deed. We discussed a point-of-sale disclosure statement, but that would require action by the state and would concern other stakeholders like realtors.

*Denny Stoecklin* asked what impact this might have in communities outside of Portland city limits.

*Jay Sugnet* said that it would have no impact in communities outside of Portland city limits.

*Denny Stoecklin* asked again if outside the City limits, it doesn't mean anything.

*Jay Sugnet* indicated that the reason that there was more than just the City's boundary shown on the maps was because he wanted to show how this fits in the region.

*Laura Hudson* said that the City of Vancouver is looking to expand its noise overlay.

*Fred Stovel* asked if it would be drawn so that a noise contour might divide one side of the street from the other. *Jacob Brostoff* stated that it could. The code anticipates situations where a 68DNL contour bisects a property, and has special provisions for these situations.

*Fred Stovel* asked about fairness issues, and if the City gets questions about why it's in one place and the other.

*Jacob Brostoff* agreed that there are questions about why it's located where it is.

*Erwin Bergman* said that there are tolerances in the model to be considered.

*Jay Sugnet* explained that there could be winners/losers depending on how you look at disclosure. If you don't agree with how line was decided, you can go through a process to get it amended/move the line.

*Fred Stovel* asked if the proposal is to write a provision to expand the zone if the contour modeling changes in the future.

*Jay Sugnet* said that this wasn't planned.

*Erwin Bergman* asked if the City currently does not require disclosure in 55DNL.

*Jay Sugnet* explained that that was correct, and that the only disclosure currently required was in the 65DNL and above, and only for development new.

*Erwin Bergman* stated that it does have an effect on property values and cited a study.

*Alesia Reese* asked if, pointing to contours on the ground, the City was considering how divisive this could be for a neighborhood to be dividing it by noise contours. Not necessarily the impact on property values, but if one house sits vacant and another is sold, it could be divisive. We've seen this with other issues including density and infill.

*Jay Sugnet* explained that the way it has been implemented to date hasn't created those issues. We're focused on just disclosure, and it's for the builder. A homeowner would have to look at the deed.

*Chris Corich* said that he would echo *Jay Sugnet's* point, and that he hadn't heard of that happening.

*Jay Sugnet* said that it was a good question for *Maryhelen Kincaid*.

*Brian Nelson* asked who is the x overlay protecting. The consumer? The airport?

*Jay Sugnet* explained that on the map, the green area is just the required disclosure area. The blue area is the area where you have to sign an easement to the Port. The subcommittee wasn't willing to require an easement for 55. Disclosure gets it on a map.

*Brian Nelson* asked if there were other requirements in green.

*Jay Sugnet* clarified that it was just disclosure.

*Fred Stovel* pointed out that the energy requirements for heat insulation would meet the sound insulation requirements.

*Chris Corich* agreed that that was largely correct for the blue area on the map.

*Hector Roche* pointed out that some of these questions are going to fall to the noise work group, and not to OPIS. He asked *Jay Sugnet* to talk more about that.

*Jay Sugnet* presented the rationale for creating Noise Work Group.

*Alesia Reese* asked why CNAC was not the correct venue, and why a whole new work group was proposed.

*Jay Sugnet* indicated that he would discuss that later.

*Andy Cotugno* asked if we would expect this committee to go beyond a year.

*Jay Sugnet* said that that was possible. The work could go beyond the sunset of PAG.

A work group sign-up sheet was sent around.

*Alesia Reese* indicated that her questions regarding CNAC were answered to her satisfaction.

*Hector Roche* asked if this group would look at the other jurisdictions affected by noise.

*Jay Sugnet* indicated that it would.

*Debbie Deetz-Silva* asked who would sponsor it.

*Chris Corich/Jay Sugnet* said that it was the City of Portland, City of Vancouver, and the Port of Portland.

*Bill Blosser* asked how there would be time for this to ever make it back to the PAG. We're out of time.

*Sam Imperati* asked what the Noise Work Group hopes to accomplish before PAG finishes its final report.

*Chris Corich* explained that scope could be completed by Jan. or Feb. 2010. We don't want to look at all of the flight paths. We want to explore what other ways we can mitigate noise. We have to consider the legal framework as well. We will try to find a way to go around legal barriers if we can.

*Alesia Reese* asked why CNAC couldn't do this by itself.

*Chris Corich* explained that this is like the cargo feeder process. There are interested parties that are not part of CNAC. It's a big tent.

*Erwin Bergman* said that to be of value to CNAC, you have to put a lot of work into it. Just because someone is on CNAC doesn't mean that they have all of the requisite knowledge. There is a lot of expertise outside of CNAC.

*Bob Sallinger* stated that there is a sense that our issues (livability, environmental issues) are getting pushed aside. We've been to a lot of meetings. The development side is moving forward, but the community issues will be dealt with in a follow-on study. It's a package — we need to do the development side and the livability/environmental side together.

*Andy Cotugno* asked if there were key, legal constraints that we need to know about.

*Chris Corich* said that the FAA has said focus on spending money inside of 65DNL contour. It's about revenue diversion — money raised in airport has to be spent inside airport or inside 65DNL. We can't buy parks with it, for example.

*Steve Schreiber* pointed out that the Port's bond ordinances also constrain spending. Bond revenue can only be used in certain ways.

*Andy Cotugno* stated that these are money issues and not regulatory authority or City policy.

*Misti Johnson* said that there could be FAA regulatory issues.

*John Weigant* asked to see the regulations and bond covenants.

*Steve Schreiber* said that they are online.

*Bill Blosser* said that he felt that he needed to defend the PAG. While he understands concerns about not finishing everything, most processes have to have a Phase 2. Otherwise, nothing every gets done. Assuming we stay on the Jan. 19<sup>th</sup>, 2010 schedule, we're not going to have time to approve a work program. That group will be established and will have to work with OPIS as a next phase. Unless we are going to continue PAG, which we need to know right away.

*Jay Sugnet* said that the Noise Work Group would meet in Dec-Jan.

*Bill Blosser* explained that the PAG is not going to have time in Dec-Jan for new agenda items. He didn't want to promise that we are going to have time to do that.

Sam Imperati said that staff would email out a realistic schedule of what can happen when.

**PAG Vote**

Do you agree that the City should keep current City Noise Overlay provisions for 65 DNL and above?

All voted 1.

Do you agree that the City should expand the City’s Noise Overlay to include the 55 DNL of the 2035 50<sup>th</sup> Percentile Forecast ONLY for the purpose of noise disclosure; and

All voted 1.

Do you agree that the City and Port should convene a Noise Work Group to address impacts beyond the 65 DNL?

Bob Sallinger: 3, Mary is a 2, Alesia is a 2. All others are 1.

Sam Imperati asked Bob Sallinger about his 3 vote.

Bob Sallinger explained that we’re backing the hard stuff into the last meetings. We’ve been here a long time, and we’ve tried to get the environmental issues pulled forward, but the real debate is happening behind the scenes/outside of this process. We need to daylight that stuff, instead of voting on “Are we meeting our goals?” It undermines the integrity of the process.

Alesia Reese said that CNAC could be supplemented with interests from this group, along with OPIS, to work on noise issues. I think it would be to the benefit of the entire process if CNAC did this.

Mary Olson agreed with Alesia. She said that it seems like this is undermining them.

Sam Imperati stated that we have 6 signed up for the Noise Work Group.

**Next Steps – Jay Sugnet**

A key next step will be the convening of the Beyond 65 DNL Noise Work Group in early December to finalize their work plan. The life of this work group will extend beyond Airport Futures (6 months to a year). If you are interested in being part of this work group, there is a SIGN-UP sheet circulating. Please sign up.

Land Use/Transportation Subcommittee meeting on 11/5 and 12/2. Recommendations on Draft Land Use Plan/Plan District, Natural Resources, and Transportation. Additional Land Use recommendations to Dec. 15. PAG.

**Closing Comments/Next Meeting – Bill Blosser**

Bill Blosser offered his thanks to subcommittee chairs. They are doing a lot of work outside of these PAG meetings. Next meeting is Nov. 17<sup>th</sup>, here at the Port offices. Working on land use and OPIS recommendations. Please turn in your evaluations.

**October 20, 2009 PAG Meeting Evaluations Summary**

<b>1. Overall Meeting Quality</b>	Poor				Excellent
	<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>
	0	0	4	3	2
<b>2. Pacing</b>	<b>Too Slow</b>	<b>2</b>	<b>Just Right</b>	<b>4</b>	<b>Too Fast</b>
	0	1	4	4	0
<b>3. Balancing “Product, Process &amp;</b>	Poor				Excellent

<b>Relationship” Meeting Goals</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>
	0	1	5	4	0
<b>4. Presentations</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>
	0	0	1	6	3
<b>5. Comprehension of Presentations</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>
	0	0	6	2	2
<b>6. Materials/Documents</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>
	0	1	2	3	3
<b>7. Discussion</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>
	0	1	2	5	2
<b>8. Comments and Suggestions for Items 1 – 7, Above:</b>					
<ul style="list-style-type: none"> <li>• At some point, we need to have forum to talk about process with participation of all PAG members. Harsh, critical, sometimes inaccurate statements should not stand as fact</li> <li>• Clearly define work group’s information flows into decision making bodies</li> <li>• Great effort to keep group focused on question at hand</li> <li>• It is interesting that some comment on topics here on matters that were thoroughly dealt with by a subcommittee. You kind of come to expect it. Parking exists because of demand. The layout did a very good job of addressing parking needs. Driving cars and having a place to park is not a bad thing.</li> <li>• Larger maps would be good</li> <li>• Provide large context for moving sideboards and good ideas into a steady process</li> <li>• Tough Meeting</li> </ul>					
<b>9. Least Useful:</b>					
<ul style="list-style-type: none"> <li>• Holding up the meeting for issues that could be addressed offline, email</li> <li>• Irrelevant conversations on matters revolving around SEATAC</li> </ul>					
<b>10. Most Useful:</b>					
<ul style="list-style-type: none"> <li>• Courtesy extended by staff to naysayers</li> <li>• Need to use the PA system to hear some of the presentation</li> <li>• Noise presentation</li> </ul>					
<b>11. Questions:</b>					
<ul style="list-style-type: none"> <li>• City change to Title 18 – include ability of noise office to get involved</li> <li>• Concern that FAA regulations will limit what we can do outside 65 DNL</li> <li>• Could we detail what we could do to address environmental impacts – sustainability issue</li> </ul>					