

**AIRPORT FUTURES  
LAND USE AND TRANSPORTATION SUBCOMMITTEE MEETING #2  
MEETING NOTES**

<b>Date and Time:</b>	<b>6/18/08, 6 - 8 PM</b>
<b>Location:</b>	<b>Port of Portland 121 NW Everett, Room 1 South</b>
Attendees:	Mitchell Berck, Flightcraft Erwin Bergman, CNN Catherine Ciarlo, Portland Planning Commission Andy Cotugno, Metro John Griffiths, Trimet Fred Stovel, CNN Vicky Thompson, CNAC John Weigant, AIR
Staff:	Mindy Brooks, Portland Planning Bureau Bronwyn Buckle, Portland Planning Bureau Chris Corich, Port of Portland, Project Manager Jason Gately, Port of Portland Lise Glancy, Port of Portland John Gray, Portland Department of Transportation Scott King, Port of Portland Sean Loughran, Port of Portland Jay Sugnet, City of Portland Project Manager
Unable to attend:	Bob Sallinger, Audubon

**1. Opening and Introductions – Fred Stovel**

Fred Stovel thanked everyone for coming to the meeting and there was a brief round of introductions. He then reviewed the agenda.

*Hand Out: Meeting Agenda*

Fred reviewed the meeting notes from Land Use and Transportation Subcommittee meeting #1 (May 7<sup>th</sup>). There were no edits.

Debrief from PAG #7 meeting on May 20. The group felt there was an appropriate level of information provided and a good discussion.

Follow up from previous meeting

At the first subcommittee meeting we narrowed the regulatory alternatives to either a Plan District or an Airport Zone and asked staff to report back about where the two alternatives differed in reviewing and approving future development at PDX.

**2. Airport Zone vs. Plan District – Jay Sugnet**

At the May 20 meeting, the PAG accepted the subcommittee’s recommendation to “focus on an airport zone and plan district” to replace the conditional use process for PDX. Direction from the PAG at that meeting was for the subcommittee to further explore the differences between the two alternatives and return with a recommendation.

### Examples of Plan Districts

Jay handed out the first two pages of the Portland Zoning Code that describe Plan Districts. The following is the purpose statement...

*Handout: Chapter 33.500 "Plan Districts in General" from the City's Zoning Code*

#### **33.500.010 Purpose**

*Plan districts address concerns unique to an area when other zoning mechanisms cannot achieve the desired results. An area may be unique based on natural, economic or historic attributes; be subject to problems from rapid or severe transitions of land use; or contain public facilities which require specific land use regulations for their efficient operation. Plan districts provide a means to modify zoning regulations for specific areas defined in special plans or studies. Each plan district has its own nontransferable set of regulations. This contrasts with base zone and overlay zone provisions which are intended to be applicable in large areas or in more than one area. However, plan districts are not intended for small areas or individual properties.*

Jay also talked about how Plan Districts are commonly used by the City in area planning efforts. It has been a useful tool.

### What do other airports do?

Jay described a report prepared by the Port in 2000 titled *Land Use Control Survey of US Airports*. The Port surveyed 29 comparable airports in the country and compiled a list of regulatory approaches to their airports. The report showed that PDX is unique in the Country as a conditional use and that the majority of airports are either allowed in an airport zone or have a zone of district specific to the airport. Jay said this report is available to anyone that is interested and that Seattle in particular has some code language that gives the reader an idea of what are typical components of code that could be included in a future Plan District or Airport Zone for PDX.

### Matrix of Decisions for comparing the Airport Zone and the Plan District.

Based on feedback from the last PAG meeting, staff reviewed the differences between the plan district, airport zone and Conditional Use Process and compiled a matrix with the basic elements that will need to be addressed in the City's land use plan and how those elements compare for the current Conditional Use Process, an Airport Zone, and a Plan District.

Jay described how the Plan District suits the goals of the Port, City and Community better than an Airport Zone. The primary difference is that a Plan District can be tailored to receive and process community input. Jay then pointed out the difference presented the Plan District and Zone and the benefits of each against the Conditional Use Master Plan process.

*Hand Outs: Matrix of decisions for comparing Airport Zone and Plan District*

Andy asked the group if they were willing to make a recommendation to the PAG to pursue the Plan District over the Airport Zone. After some additional discussion, there was a unanimous recommendation from the group to the PAG.

### **3. Existing Conditions Maps – Jay Sugnet / Scott King**

Staff provided a preview of the existing conditions / inventory report that is under way in the form of maps in a powerpoint presentation. Key points from each map include:

Land Use Character Map – Used to orient people to the general land use character at the airport, including airfield & terminal, industrial, residential, industrial buffer, commercial and employment areas.

Current City Land Use Map - Shows the existing uses in the study area. There are a number of uses that conflict with current zoning regulations.

Regional Transportation System (including Pedestrian/Bicycle) Map – Shows existing pedestrian deficiencies, such as 33<sup>rd</sup> and 47<sup>th</sup> Ave at Columbia and Lombard. These intersections do not provide good connections between the neighborhoods and the airport area for pedestrians and cyclists.

Freight System Map – Shows the Airport Industrial District, which is located inside the Airport Futures study area. This district includes 40% of the City's industrial land. The map also shows the connections to I-5 and I-205 and emphasizes the east-west rail corridor.

Recreation Map – Highlights major attractors around the airport, such as Whitaker Ponds, 40-mile loop trail, and the golf courses.

The group asked about development plans at Cascade Station / Portland International Center (PIC). They want to know how future development will occur as context to the development of the airport Plan District. Catherine asked what the future plans for PIC are and whether there is funding to implement the plan. She wanted to know if PIC will be an attractor. Chris and Sean explained that PIC is considered an attractor and this is how we got light rail to PDX.

Sean explained that the original vision for the PIC was for a transit oriented development with significant office, entertainment, hotels, and small scale retail. Due to market pressures, the vision shifted to predominantly large format retail.

Andy offered a different perspective. He said that the way PIC is developing is not too different to original vision for the area. It is still designed to support airport-related business. PIC is still meeting its economic goals, although the percentage of office space versus retail has shifted.

Scott then gave an overview of the terminal maps.

#### **4. Next Steps**

Fred outlined what the subcommittee would present to the PAG at the July 15 PAG meeting. This group will recommend to the PAG that the Land Use / Transportation Subcommittee proceed with developing a Plan District. Jay will provide a short presentation to the PAG emphasizing the reasons presented tonight as to why the Plan District is the preferred regulatory structure based Port, City and community needs.

Fred asked the group about their interest in the project's family picnic currently scheduled for August. Most subcommittee members said they probably would not make it, saying that summer is a busy time for most people.

#### Next Meeting

This subcommittee will not meet again until September. Next meeting will be held at PDX. The date will be set closer to the time.

#### Staff Follow Up

Staff will send revised charter with the notes from this meeting

#### HANDOUTS

*Meeting Agenda*

*Matrix of decisions for comparing Airport Zone and Plan District*

*Chapter 33.500 "Plan Districts in General" from the City's Zoning Code*