



PDX COMMUNITY ADVISORY COMMITTEE MEETING #11

Wednesday, April 2nd, 2014 2:30 p.m. - 5:30 p.m.

Port of Portland Headquarters, 8th Floor Chinook Conference Room
7200 NE Airport Way, Portland, OR 97218

NOTES

Name	Interest Represented	Attendance
VOTING MEMBERS		
Erwin Bergman	Central Northeast Neighbors	Present
*Vacant	Citywide Land Use Committee	*Vacant
Tina Burke	Airport Employee	Present
Steven Cole <i>Alternate: Patrick Metzger</i>	Northeast Coalition of Neighbors	Present
Tony DeFalco	Environmental Justice	Present
Walt Evans	Business Organization	Present
Col. Paul Fitzgerald	Military	Present
Karen Gray	Portland Planning and Sustainability Commission	Absent
Alan Hargrave	Clark County neighborhood representative (Camas/Washougal)	Absent
Ahmad Abed-Rabuh	Air Cargo	Present
Randy Jones	East Multnomah County Neighborhood (City of Fairview, Gresham, Maywood Park, Troutdale, and Wood Village)	Present
Jeff Owen	Multi-modal transportation representative	Present
Robert Pinedo <i>Alternate: Kathleen Larsen</i>	General Aviation	Present
Alesia Reese	East Portland Neighborhood Office	Present
Bob Sallinger <i>Alternate: Micah Meskel</i>	Environment/Wildlife/Natural Resources	Present (Meskel)
Brendan Korsgren	Passenger Airline	Absent
Martin Slapikas	North Portland Neighborhood Services	Present
Mike Sloan	Vancouver neighborhood	Present



Joe Smith	PDX Citizen Noise Advisory Committee	Present
Jane VanDyke	Columbia Slough Watershed Council	Absent
NON-VOTING MEMBERS		
Nick Atwell	PDX Wildlife Committee staff	Absent
Chad Eiken <i>Alternate: Willy Williamson</i>	Vancouver Community Development Director (or designee)	Present
Larry C. Ellis	Multnomah County	Absent
Bruce Fisher	Federal Aviation Administration	Absent
Barbara Cartmill	Clackamas County	Present
Vince Granato	Chief Operating Officer (or designee)	Present
Gordy Euler	Clark County	Present
Andrew Singelakis <i>Alternate: Stephen Roberts</i>	Washington County	Absent
Deborah Stein	Portland Bureau of Planning and Sustainability Director (or designee)	Present
Stacey Triplett	Metro staff	Absent

Port Staff and Consultants Present: Sam Imperati, Institute for Conflict Management; Francesca Patricolo, Institute for Conflict Management; Chris White; Sean Loughran; Melissa Gall; Ken Anderton; Mike Coleman; Scott King; Isaac Barrow; Mark Witsoe; Dave Pfeifer; Steve Nagy; Chris Madsen; Phil Ralston; Tralee Thorn; Keith Leavitt.

Public and Invited Guests Present: Steve Rozell, Ameriflight Station Manager; Maryhelen Kincaid, CNAC; Erik Wolf; Susan VanStavern; Nancy Hendrickson; Sharon Maxwell; Gary Kunz; Bob; Ned; Sue.

WELCOME AND INTRODUCTORY COMMENTS

Sam Imperati, Institute *for* Conflict Management, welcomed everyone to the meeting.

PDX CAC Members Information

Sam provided updates to the committee regarding the committee membership.

Beverly Bruender's is leaving the CAC. The Citywide Land Use Committee position has changed to vacant.

Gordon Euler is replacing Kelly Sills from Clark County. Gordon is the Deputy Director of Community Planning for Clark County. Kelly recently took a job with the city of Portland. Gordon's background is in fisheries and wildlife management. He has a Master's degree in Marine Resource Management, a degree in Planning and a PhD in Public Administration. He has worked for the state of Alaska and the U.S. Dept. of the Interior. He was also the planning director for the City of Molalla for several years.

Gordan Euler: I'm happy to be here. I live in Portland and work in Clark County and I'm representing Clark County.

Brendan Korsgren, Southwest Airlines, is the committee's new passenger airline representative. He was unable to attend due to work-related travel, but is excited to be a part of the committee.

Jeff Owen from Tri-Met will formally be replacing Alan Lehto as multi-modal transportation representative. Jeff has attended our meetings for Alan on a number of occasions.

Absent

Stacey Triplett is vacationing overseas.

Jane VanDyke is also unable to attend.

Bruce Fisher from FAA could not attend.

Larry Ellis could not attend.

Alan Hargrave may not be able to attend. He has a drilled shaft project going on at work and the contractor is having issues with obstructions, so he has to be present to assist.

January 2014 Meeting #10 Notes Approval

There were no corrections; notes were approved.

Meeting Agenda Review

Sam walked the committee through the agenda.

Additional handouts in packet:

- Today's Meeting Agenda
- Meeting Notes from January 15
- 2 copies of the committee's 2013 annual report. One copy is for members to keep and one copy is for members to give to your appointing organization or jurisdiction. Staff provided committee members with an electronic copy as well.
- PDX Business Update handout
- PowerPoint on 33rd/Marine Drive Warehouse Development
- PowerPoint on Rental Car Quick Turn Around
- PowerPoint on Northside Redevelopment Strategy
- Article RE: Colwood Golf Course

MEETING FOLLOW UP

Presentation to the Port Commission

On March 12, Mike Sloan and Stacey Triplett gave a brief presentation to the Port Commission on the work of the CAC.

Mike Sloan: Vince gave us a nice intro, we gave the highlights of how this was all put together as an off-shoot of the PAG, then Stacey went over more specifics. The Commission was appreciative of what we had done and I'd say there was a lot of positive feedback.

Vince Granato: They appreciated the time and the energy it takes and they recognized the committee's effort.

Ameriflight noise concerns

At the meeting in January, the committee discussed the possible move of Ameriflight and some committee members had concerns about aircraft engine run up noise impacts on the surrounding neighborhood. The PDX CAC asked the Citizen Noise Advisory Committee to take the lead on this issue. Joe Smith, the committee's CNAC representative, provided an update on the topic.

Joe Smith: This demonstrated to me once again the quality of the staff support and the fact that they take seriously what these committees do. The Port took it very seriously and provided a study that found that overall, there will be more people who get less noise because of the directionality. Erwin brought up the pure tone issue and they noted that the study did not take into effect the attenuation of noise from buildings. We went on record by unanimous vote to encourage Ameriflight to design their structures to the extent possible in such a way as to attenuate noise from airport run-ups using the available technology.

Erwin Bergman: It was a good meeting with CNAC. I thought that relocation would bring it closer to the residential area but noise was decreased. They found that it would be adequate that the aircraft be backed up to the north side of the hush house. If the wall is tall enough, it would take care of my concern because it could attenuate the noise.

PDX CAC membership

Some members have 2-year terms and some have 3-year terms.

Chris White discussed the committee's process for renewing memberships. Terms have expired for 9 members and she has contacted those members. Joe Smith is continuing on the committee. Beverly Bruender is unable to continue. She has not heard from others and she noted who she still needs to hear from. There are no term limits.

Alesia Reese: I would like to renew and stay on the committee. I will need to be re-approved by the East Portland Neighborhood Association and that action is coming up on the next agenda.

PDX UPDATES

Vince Granato updated the committee on the subjects of airport activity, air service development, planned construction, and planning activities.

Vince Granato: We were hoping to introduce Curtis, our new Deputy Executive Director, today but he was unable to come today. We hope to have him next time.

Regarding air passenger traffic: It is busy. We are operating at higher capacity than is typical for us. More service continues to be added, however we have also had some reductions in service. Some of the service we know we cannot sustain. We are punching a little above our weight. The economy is pretty good. There is good growth but we know that it won't keep growing at this rate into the future.

Something that will likely be in the news next week is the new securities services contract. We will be recommending continuing the contract. We have gone through an RFP process. We look for experience, qualifications, and much more, these are not low bid contracts. We do believe that we have the best qualified contractor. There have been a number of fliers floating around and there will be a rally at the Port from those who do not agree with the decision.

Regarding the concessions program –we are going to have ¾ of all the terminal concessions of retail, food and beverage turning over within the next few years. There will be lots of opportunity for folks. Many

of the spaces in the terminal will be out for RFP and there will be a formal process for selecting vendor contracts. We go through an RFQ process first and then those who go through that process will have the opportunity to submit an RFP. We are heavily local and we want to continue to head down that path. Powells has said they will continue at the Port, outside of security. Proposals due Fall of 2014 and changes will be seen around 2015.

We have raised parking rates and they haven't made a dent in capacity so we raised them again. We are hoping to send people to the Economy Lot. That money will go towards projects coming up. The rates changed on April 1.

Alesia Reese: How do our rates for long-term parking relate to other airports? There could be public outreach about other opportunities like taking the bus or Max.

Vince Granato: We do look at other airports and we still are in the middle of the cost range. It is hard to find parking products that are exactly the same for comparison purposes. Letting folks know about parking options and alternatives is a part of our parking program. There is light rail, frequent busses to the economy lot, and valet parking, for example. The valet parking is just \$30, so for just \$3 more than it costs to park for the day, you could just drive up and have someone else park for you.

Alesia Reese: I don't think those amenities for the economy lot is well known. I think a big sell would be telling people how secure the economy lot is.

Vince Granato: Since we had a few break-ins years ago, we patrol those lots constantly; they are safe.

Regarding the Strategic Plan: For the terminal balancing project, right now 2/3 of the passengers and bags are on the south side of the building and for the long term we would like to even it out. We also have some capacity issues on the south side. We are getting close to fire code issues because it is so crowded. We are looking at some reorganization. We are looking at potentially expanding the building of Concourse E by about 150 feet east. Airlines approve those projects so we need to put together a program for them and they would need to vote on that program. We are currently working on getting to a more detailed design to get to a number so that the airlines know what the cost will be so they can vote. We are thinking it will be in the \$60-70 M range and the vote will probably be in October. We will talk to the PDX CAC about it more before we get it out for the airline vote. If the airlines do not want to do it, we will not do it but it solves a number of issues for us that could be problematic.

Joe Smith: Is that 2/3 to 1/3 balance tipped to the south representative of the runway use too? I'm wondering about the noise?

Vince Granato: You have to throw the cargo guys in there too so it's probably not 2/3 to 1/3 for that.

Regarding the airline agreement, this is the master agreement with all the airlines: It is how things get divvied up and paid for here. We are currently in a 5-year agreement that expires in June of 2015. We have started conversations with the airlines about renewing the agreement because it takes about 18 months to negotiate that deal. Overall everyone feels that our airline agreement for PDX works well. The airlines have suggested we amend the current agreement under the current terms for an additional 10 years. The airlines are comfortable that the airport is well managed, they trust us and like our cost structure. This contract is worth \$1 billion over the 10 year term and Alaska Airlines represents 35% of the total. It would be a huge time savings not to have to re-negotiate a new agreement. That time would allow us to focus our effort on the strategic plan. It gives us some certainty about what airlines are going to be here. We believe the then year extension is a good idea.

Ahmad Abed-Rabuh: Asked about growth limitations.

Vince Granato: They would still have the right to growth their operation at the airport.

Martin Slapikas: Should an airline feel it's necessary to leave, are they allowed to sublease?

Vince Granato: Yes.

Randy Jones: If they don't sublease and they have empty space, what would you do?

Vince Granato: It's certainly not what we want, but they would be paying for it and we would go out and market for replacement.

We are working with the airlines on this. We instituted a ballot. All but one airline has agreed to extend the term of this existing agreement. We will go to the Commission in May for their approvals.

Tony DeFalco: What does the contract encompass?

Vince Granato: It defines all the rate setting. We have divvied up the costs between what the airlines pay for and what we pay for. What are they leasing and what are they committed to long-term.

Tony DeFalco: Has there been any discussion about community benefits as part of this agreement as far as community grant programs? This seems like an opportunity to leverage some of those benefits. Is there any space in this kind of agreement?

Vince Granato: We have the ability here at the airport to pass ordinances and they would be required to follow those regulations. There is a subcommittee that is working on social equity and we are looking at this issue Port-wide. There will be some work on understanding how social equity is defined and I think that we need to make progress on that effort before we try to address it in the airline agreement. There are some big policy questions for us and they are complicated. The number one issue that we are dealing with from the public side is social equity.

Alesia Reese: How do these agreements impact your strategic plan?

Vince Granato: I'd say it's very good for our strategic plan because that provides security and we can focus on other areas to plan for changes.

Alesia Reese: How about taking risks? I think that financial stability might provide more certainty and so you could be more creative and innovative.

Vince Granato: This would help our strategic planning and provide us with more security so that we could take on new things.

Chris White: Also there are some other things in Vince's report that he did not touch on. Committee members, please read the report as well.

Tony DeFalco: I think it would be helpful to have some information about what the job issues and other issues regarding the security services contracts would be important to understand. I feel like it would be helpful for us as a committee to have some useful information on that.

Vince: We will provide you with more information. We are trying to remain neutral in this conversation.

PDX Annual Forecast Review

Sean Loughran provided a PowerPoint presentation on the annual forecast review process.

Sean Loughran: When we did the forecast it was really a foundational element for us. It was many months of work. It was a very innovative approach and I believe it really proved its value. We said that we would go back and review the aviation demand forecasts to see how we can adjust accordingly.

The indicator that is most important to us is the passengers. We are just over 15 million annual passengers now. We saw a dip around 2008 due to the economy and now we have returned to the path of the forecasted rate. We continue to look at oil prices in making these estimates and we continually watch influencing factors from the airlines.

Our aircraft operations have tremendously improved with the addition of our new runway. We have very little delay here. We have up-gauged to larger aircraft.

Moving cargo by air is more expensive than truck and we have seen some permanent changes based on this.

BREAK

Walt Evans: Is there a commitment to PDX CAC meetings being at 2:30 p.m. or is 2 p.m. or 1:30 p.m. acceptable? If we meet at 2 p.m., it could be better for those who need to get work done after the meeting. It would get some people out of the worst of the rush hour. Have folks made long-term plans for 2:30 p.m. meetings or would they be willing to meet at 2 or even 1:30 p.m.?

Chris White: Part of the reason we were meeting at 2:30 p.m. was to accommodate members of the public who might attend for the public comment.

Sam Imperati asked for a straw poll of members. About the same number of people raised their hands for all three meeting time options, which were 1:30 p.m., 2 p.m., and 2:30 p.m.

The committee will switch their regular meeting time to 1:30 p.m. beginning with the next meeting on Wednesday, June 25, 2014

PDX LIGHT INDUSTRIAL DEVELOPMENT ON 33RD DRIVE

Mark Witsoe, aviation business manager for the Port, described the potential 33rd/Marine Drive Warehouse Development project and gave a PowerPoint presentation. This project is the third that the committee will be hearing that is required to be presented to them as part of the Airport Futures agreements. Committee members have a copy of the PowerPoint in their packets.

Mark Witsoe: If this does end up being a project that goes forward, we can use the committee's guidance to make this the best project possible.

The Port does not have a particular tenant in mind but they can be flexible to provide specifics that a tenant might need. We are doing this so that we could do a long-term ground lease and earn revenue from putting this property into use. There are opportunities for new jobs and a need for this kind of warehouse, new development, incremental economic development, and a tempo of development around the airport. The zoning is correct.

We have identified a potential wetland area on this site and we will work with the developer to avoid that area and if it can't be avoided, it will be mitigated. They would need to capture and treat the storm water before it leaves the site. It is a grassland habitat so any development in this area would be using some of the grassland mitigation we have already started. The surrounding roads have issues we know about. The developer will need to work with the city to determine how to not make the road conditions any worse.

This particular site was in the inventory of industrial land in the region and listed as not particularly shovel-ready, but the report generated interest by a developer who was willing to look at this property for feasibility of developing it, leasing it, and putting the property into beneficial use. We have made a letter of offer as a framework to start negotiating.

Mark Witsoe: Maryhelen Kincaid, CNAC member, responded to the Port's notice and provided a very good letter that was specific, helpful and identified ways where they could do their best to make the project work for the Port, work for the developer, and work for the surrounding community so that we really can create the best project. The fact that she took the time with her neighborhood association to put these comments into writing is very commendable and helpful.

Mark Witsoe asked the committee what they feel are important elements in this lease contract.

Barbara Cartmill: Asked about development phases and jobs.

Mark Witsoe: We are asking that they make a commitment to lease the first phase and also build that part of the property. As far as the job part of it, it has not yet been a part of the conversation. We are going to be looking at social equity.

Vince Granato: Does Clackamas County have that in the development agreements?

Barbara Cartmill: They do through their urban renewal stuff.

Vince Granato: I would like to see that to help guide us.

Alesia Reese: I think it is an exciting proposal. My interest is capacity, not only traffic but employment capacity. Are we simply stealing from Peter to pay Paul? Are we bringing new jobs or are we simply shuffling work. I can't see how it's going to be an economic benefit for the region if we're simply shuffling work.

Mark Witsoe: The developer is thinking that they are going to be attracting new tenants, whether those tenants are coming from out of the area, seeing Portland as a place to establish a regional distribution center, or if it's just a move from whatever space they are in to something that better fits their business model. It is hard to really predict at this time because the developer is not actually the user. They will be creating the space and then they will try to attract actual users.

Ken Anderton: I would like to add that 93% of the state leads that come through the Business Oregon offer existing building capacity. The state is trying to go out and pitch jobs to this region; you need to have buildings and that is why we support spec development like this.

Martin Slapikas: I noticed the 60 acres is listed in the regional industrial land inventory study. Will there be any hearings in front of the city or Multnomah County land use?

Mark Witsoe: The land is properly zoned for this type of use so I don't believe it would need to come back to a specific land use process.

Micah Meskel: Regarding the grassland mitigation, have you consulted with Fish and Wildlife in regards to the streaked horned lark habitat? And if you haven't, will you in the future?

Sean Loughran: We just had a number of workshops with Oregon Fish and Wildlife here last week and are just getting up to speed on how we are going to deal with that going forward. We are going to have that requirement but what that ends up meaning here, we do not yet know. That will be part of the requirement going forward.

Erwin Bergman: Is there going to be one developer involved? Will they retain total control over what happens, over any concern or interest that the Port may have?

Mark Witsoe: With respect to the type of development, they will have to meet City code for light industrial zoning. We don't necessarily have a specific model for that property that would be consistent with building standards like a specific type of building design but this developer is reputable for building Class A industrial spaces, the types that users want now. We will look at the types of things that would go into the building plans that they would submit to the City and to us.

Erwin Bergman: Are they from the area?

Mark Witsoe: It is a national developer and they are present here and they are very reputable.

Tony DeFalco: I share Micah's concern about the streaked horned lark.

Sean Loughran: We will bring streaked horned lark as an agenda item to talk more about what would need to be done. We are going to bring that back on the agenda - it deserves more time.

Tony DeFalco: Are there other special bird species on the site? Is there an analysis about nesting?

Sean Loughran: I think it falls under the area that our wildlife management team surveys so I think we have pretty good data on what is there. That 33rd Ave. site has been a real problem site for us, mainly because of geese. When we went through Airport Futures and we did our natural resource inventory, that grassland was noted as special habitat area. Advance mitigation on Government Island was essentially a pro-active approach to mitigation.

Tony DeFalco: My other question was about the jobs piece. How many, what are the wages, what kind of value are we getting for that parcel as a public entity, especially with respect for jobs? I know we are working real hard to fill sites, but we won't always have that luxury so we want to extract as much value as we can, especially with respect to jobs. I would like to preview for the developer the idea of a community benefit agreement that would generate minority and woman-owned business contracting opportunities, local hiring, enterprise zone resource where you get tax abatements for five years on capital improvements if they are going to utilize that for hiring source requirements, for example. For me that fits squarely under what the Port is trying to do with social equity. You can't wait for process to play out, you have to work within the projects you have. The Port has been missing some opportunities and I am willing to work hard to help manifest some social equity outcomes within these kinds of projects.

Micah Meskel: I'm curious if you've put in any job requirements so that it could be a high-density job site rather than just a warehouse.

Sean Loughran: Explained constraints and limits to what could be developed in the site consistent with the PDX Master Plan and Airport Futures. It is a fairly impacted site with aircraft over flight and it is only available for lease. It does limit what might go there. We need to make sure that we aren't introducing something that is going to be incompatible with our primary airport mission.

Steven Cole: Is there going to be any additional outreach for input from the neighborhood associations?

Mark Witsoe: It will come back to this body at some point in the future.

Steven Cole: I would recommend the information go to the neighborhood association boards, which need a little bit of time to get together and get the information discussed.

Erwin Bergman: Could you give me an idea of the time frame as best as you can?

Mark Witsoe: It may take about a year just to negotiate a lease for development. Mark discussed what the developer would need in order to have enough confidence in the Portland market to want to be ready build. Probably summer to fall of 2016 is when it could be done.

PUBLIC COMMENT

Maryhelen Kincaid: I am co-chair of the East Columbia Neighborhood Association, a member of the Citizen Noise Advisory Committee, I was on Airport Futures, and I sat on the industrial lands and watershed health committee for the comprehensive plan. I live very close to the airport. I want to look at this project as opportunities. Because of the timeline, it was very hard to reach out to a lot of people and hear their concerns on this project. Of those I did talk to, many expressed concerns about there being more traffic on 33rd and Marine Drive. There are five different plans that identify that there is a problem on those roads. There is usually a line-up of cars during the day. There are areas of Columbia Blvd. that could be redesigned. There are levy issues and complications with transportation when you add trucks. There is no way to get there by TriMet in a reasonable manor. There are issues with accommodating bicycles and pedestrians. I think this is a great opportunity to do some really unique things on the sustainability front and the Port should encourage their developer to follow that path. The Port is an international leader in environmental sustainability and this would be a great opportunity to encourage their developer to follow that path. I am attuned to noise and the one thing that helped was having trucks not back-up (which would create loud beeping); the developer should consult with the City noise officer for advice. Impervious asphalt could be used. We are in a floodplain. It is an opportunity for the citizens to see their government agencies can do something really innovative and all work together because what good could come of this is innovative design, jobs for the community, and better transportation in and around that area.

RENTAL CAR QUICK TURN AROUND

Dave Pfeiffer, Senior Manager for Concession Development for the Port, introduced the Rental Car Quick Turn Around project. Committee members have a copy of the PowerPoint in their packets. This is where they bring the cars when they are returned, they fill them full of gas, clean them out, put them through a car wash, and then send them to a staging lot.

The quick turnaround facility was built in 1989 and it was not meant to be long term. It no longer meets the needs we see today or the projected needs of the future. We can have operations that are more environmentally friendly and more operationally effective. A new facility could reclaim probably 90% of the water we use. Today's building codes and building equipment is much more efficient than it was in 1989. We are looking at having the rental car quick turnaround area adequately sized, enlarged, to sustain us through 2025.

We finished a study that shows we can actually do this here and we can do it efficiently. The next step is that we are developing an RFP for the actual design and development of this space. We are not sure when the project will start and then it will take about two years to be built.

Alesia Reese: How does the refueling of the cars fit into this strategy of washing the cars? Will this project have refueling?

Dave Pfeiffer: They go into the first stage of fueling and get vacuumed out, then they go through the car wash. We will have refueling and recycling.

Alesia Reese: I might suggest that in the future, describing it to include many stages, not just washing the car.

NORTHSIDE REDEVELOPMENT STRATEGY

Isaac Barrow, Port of Portland, described the Northside Redevelopment Strategy at PDX. Committee members have a copy of the Power Point in their packets.

Isaac Barrow: The project area is 120 acres with a lot of under-utilized facilities. This effort is one of the recommended follow-on studies from Airport Futures, designed to look at ways to use the area we have more efficiently. A number of facilities will be having lease agreements expiring and we will be looking for strategic direction for how to best serve the Port.

We have close maintenance facilities and we are seeing a need for terminal expansions on Concourses D and E, which are on the north side. The natural way for the terminal to expand is to the east, which will create a need for some of the support facilities. There is a desire for business aviation development at the airport.

Goals for the project include (1) what they need to do to preserve the air carrier function of the airport and understanding what that means for support and ancillary services, (2) what ancillary services can we continue to provide high levels of service to (like rental cars and business aviation), (3) how do you do so in a way that is financially prudent, and (4) is the project in line with our mission to support the region's economy. Flexibility is an important guiding principle for us on this project, in part because the rate of change in the airline industry is incredibly fast.

Isaac Barrow discussed the recommended development alternative that came out of the project, describing what is in each development zone, from west to east, beginning with development zone 1. Development zone 1 is where current business aviation is being served and the zone 1 area will need to be set aside over the planning horizon for air carrier uses and support facilities. We will look to relocate business aviation out of that zone. The existing infrastructure will be land banked with remain overnight (RON) aircraft. In the next zone, the leases end in 2026 and it will be treated as a buffer zone without changing the leases. This will give the Port the opportunity in 12 years to determine if they have set aside enough land for the air carrier use. Development zone 2 will become an area that is open for redevelopment specifically for business aviation and air carrier support. Development zone 3 is where the hotels are and they will likely remain there. Development zone 4 is also open for redevelopment for business aviation and air carrier support. Development zone 5, the area that is currently used for rental cars, can continue to be used for rental cars.

Next steps are to look at the immediate need for remain overnight parking, continue to work on terminal improvements, rental car improvements, and business aviation development interest. We are also looking at aligning our capital plan with the redevelopment strategy. This is the time to make the entrance to the airport what it should be. We are already wrapping up phase one of a project to look at the options to the 82nd and Airport Way interchange and define what that is going to look like so that we can move forward with redevelopment opportunities without the certainty of a project.

Discussion question: What are your thoughts or recommendations on the proposed redevelopment plan?

Sean Loughran: I think it is important to recognize, as we look at all these projects, what we are really seeing now is the implementation of the Master Plan that we adopted in 2010.

Alesia Reese: Today we have talked about development in various areas. Is there a sense that we are going to be able to look at a site and recognize that it is a Port of Portland site? I would bring that message of the Port of Portland brand- that this is who we are.

Isaac Barrow: Yes.

Sean Loughran: We also have design standards so there is a consistency in the development of our design.

Tony DeFalco: Were there any uses that were rejected?

Isaac Barrow: No. It looked at the revolving uses. In the redevelopment it is more of matching the development to the uses that will be needed.

Sean Loughran: There are not a lot of new uses but some have been taken out.

ROUNDTABLE UPDATES AND DISCUSSION

Tina Burke: We are going to be holding a TSA hiring, recruiting and information forum on Tuesday, May 15 at 6:00 p.m. at the Sheraton Hotel. We will be hiring 20-50 part-time transportation security officers this year. It is an opportunity for people to learn about our requirements. It is a lengthy application process but it is a great Federal Service opportunity for part-time work.

Col. Paul Fitzgerald: PDX CAC members, and any of the support staff that would like to join in, are invited to a base tour of the 142nd Fighter Wing on Thursday, May 15 from 2:30 to 5:00 p.m. RSVP is required because the security is tighter than the TSA. Committee members have a handout in their packets.

Deborah Stein: The Colwood Golf Course has been purchased as a park.

Erwin Bergman: The papers were signed and it's all delivered.

Tony DeFalco: Their wetland mitigation work is going to begin fairly quickly.

PUBLIC COMMENT

There was no public comment.

MEETING WRAP UP

Committee members were asked to update their calendars that the June 25 meeting will now begin at 1:30 p.m. instead of 2:30 p.m.

There will be a similar PDX CAC annual report presentation as given to the Port Commission that we will be giving for the City of Portland Planning and Sustainability Commission on May 13. Karen Gray is our PDX CAC contact for that.

Chad Eiken from the City of Vancouver is also working something out to appear before their city council.

Next Meeting: Wednesday, June 25, 1:30-4:30 p.m. at the Port HQ

Upcoming meetings:

- October 22nd

Upcoming 2014 meetings of interest:

- May 13 –City of Portland, Planning & Sustainability Commission

Meeting Notes are not verbatim.

They are respectfully submitted by the Institute for Conflict Management, Inc. facilitation team.

PDX CAC Meeting Evaluation Summary

APRIL 12, 2013

13 Evaluation Forms

	Poor	Fair	Good	Very Good	Excellent
1) OVERALL MTG QUALITY	0	0	1	6	5
2) PACING	Too Slow 0	Little Slow 1	Just right 9	Little Fast 1	Too Fast 0
3) PRESENTATIONS	0	0	2	5	6
4) DOCUMENTS	0	0	3	6	4
5) DISCUSSION	0	0	4	6	3

6. MOST USEFUL?

- Development
- Final projects –thorough presentations showed thoughtful consideration by staff over length of project involvement/ development
- NE 33rd presentation
- PDX light industrial development –discussion amongst CAC
- Thorough
- Vince's presentation
- Vince's updates

7. LEAST USEFUL?

- PDX light industrial development –presentation lacked some important info

8. COMMENTS AND SUGGESTED TOPICS FOR FUTURE MEETINGS?

- Earlier opps on development is great!
- Great meeting, thanks.
- I like moving the meeting to 1:30 p.m.
- Possibly add contact info (phone, email) to last slide next to each presenter's name to make it easier to ask q's afterwards.
- Sam needs to take care with his cracks. It helps keep it light, but some push the envelope.