



CITY OF LAKE OSWEGO Sustainability Advisory Board Minutes

February 23, 2011

CALL TO ORDER / ROLL CALL

Co-chair Bruce Brown called the Sustainability Advisory Board (SAB) meeting of February 23, 2011, to order at 6:30 p.m. in the Conference Room of the Main Fire Station, 300 B Avenue, Lake Oswego, Oregon.

Members present:	Co-chair Grant Watkinson, Co-chair Bruce Brown, Gary Bachofner, Daniel Gottlieb, Vidya Kale and Gregory Monahan
Members excused/absent:	Sara Asby, Dorothy Atwood and Matt Briggs
Council Liaison:	Sally Moncrieff
Guests:	Duke Castle, resident; Brant Williams, Director, Economic and Capital Development Department
Staff present:	Susan Millhauser, Sustainability Coordinator/Staff Liaison; and David Donaldson, Assistant City Manager

MINUTES

Watkinson **moved** to approve the Minutes of December 20, 2010 and January 5, 2011. Gottlieb **seconded** the motion and it **passed** by unanimous vote.

ANNOUNCEMENTS

Councilor Moncrieff invited any interested SAB member to work with Planner Johanna Hastay to create an education/incentive approach to encourage deconstruction in lieu of demolition. The Council had heard the City might not have enough regulatory authority or support from the state building code to require deconstruction. She announced the Council had accepted SAB 2011 Goals. It had discussed the goal to have a policy to analyze the cost of a living building whenever a new city facility was to be built. The Councilors asked for more information and a model. She confirmed that it would be a good idea for the SAB to provide supporting information related to its recommendation to expand the toilet rebate program and any other item that would have budget implications. Millhauser confirmed water conservation staff was tracking the City's savings from the water conservation effort and suggested Brown meet with Kevin McCaleb. Metro was going to hold a Climate Leadership Summit. Watkinson encouraged all to participate in the Lake Oswego Schools Foundation fundraising effort.

PUBLIC COMMENT (None)

REGULAR BUSINESS

Update: Lake Oswego to Portland Transit Project (LOPT)

Brant Williams reported that both the Citizen's Advisory Committee (CAC) and the Project Management Group (PMG) had recommended the streetcar alternative to the Steering Committee as the Locally Preferred Alternative (LPA) for more study. The CAC also recommended routing the streetcar over a portion of Macadam Avenue in Johns Landing, but keeping both alignment options through the Dunthorpe area and keeping both alignment options related to going into Foothills or passing it using the Union Pacific right-of-way. They thought it was premature to recommend the Foothills option. They were concerned that if the streetcar left the Willamette Shore right-of-way at Dunthorpe the project would lose its local match value. Williams noted that if the project went into Foothills, transit project funding could pay for street improvements there. He related that the PMG, a technical advisory group, also recommended the streetcar option. Its recommendation discussed technical details, including the benefit of cleaning up the hazardous waste sites. He reported that over 500 comments had been submitted during the public comment period. The next Steering Committee meeting was the following Monday and its last meeting would be in February. Its recommendation would be forwarded to all project partners. If it recommended the streetcar as the Locally Preferred Alternatives (LPAs) and local government partners supported that, it would establish the vision for the corridor, but that would not necessarily mean it would happen. The project needed to find the funding for it. They were looking for ways to scale it back so it would not cost so much. The Portland Planning and Sustainability Commission was to review the LPA on March 8. The Lake Oswego Planning Commission would be briefed on March 14. Both Portland and Lake Oswego city councils were scheduled to take action on the LPAs in April. The two counties and regional committees of Metro (Transportation Advisory Committee – TPAC; and Joint Policy Advisory Committee on Transportation - JPAC) would also weigh in. Metro Council would consider it this summer.

During the discussion Williams was asked if the project would respond to each individual comment that had been submitted. He thought they would respond to categories of comments. He recalled the SAB had asked about ridership. He reported the Milwaukie line would have 22,000 – 23,000 riders and the Lake Oswego/Portland line was projected to have 11,000 – 12,000 riders. He recalled the SAB had observed that the DEIS did not factor lifecycle costs and pavement replacement costs. He agreed it would have been good to include them, but the DEIS adhered to a prescribed federal process. He clarified that the project used 2035 as the local forecasting period. SAB members had suggested factoring a 50 year lifecycle into the analysis. Stretch out the cost of the streetcar over that many more years and take the cost of bus and pavement replacement into consideration. Watkinson suggested the analysis was not balanced enough. He suggested the costs of cleaning up hazardous waste sites and dealing with potential slide area along the highway should be factored in. Williams explained that would be an additional effort that would need to be funded. He noted that proponents could attend the Council LPA hearing to ask the Council to make that a condition of approval of the next phase of the process. SAB members questioned the analysis of operating costs, including why cost was stated in current year dollars and did not factor in inflation. They wanted to know why the analysis did not anticipate a significant increase in the cost of gasoline, vehicle operation costs and pavement maintenance over time. They wanted to know why the carbon

dioxide analysis assumed all BTU's came from gasoline when a streetcar could be powered by electricity. Kale observed that to say the No Build alternative had no cost was unfair to the other options. Williams offered to talk to Metro about energy sources. He reasoned that if Foothills were not developed to the density it could be as a result of the streetcar, growth would have to be accommodated in outlying areas and that could require a significant expenditure for infrastructure.

The City Council was scheduled to take action on the LPA on April 19. They could accept or reject the LPA or accept it with conditions of approval. Williams would suggest a condition to ensure the park and ride facilities were the right size and did not impact the surrounding neighborhood. The Board recalled a recent letter to the editor from Councilor Jeff Gudman talked about fuel used for construction and how many jobs would be created. Williams related that he had asked Metro to respond to the issues Councilor Gudman had raised. SAB members advised that carbon dioxide emissions were generated by other sources as well as gasoline. They anticipated that improved transit between South Waterfront and Foothills would generate more jobs than the 13 permanent jobs directly associated with it. Williams explained that a highway expansion alternative had been taken off the table long ago because it was viewed as the worst case scenario. But it would have construction costs, too. He related that a Foothills consultant had advised the streetcar could generate many more jobs in the corridor. OHSU forecasted its Schnitzer campus would have 7,000 to 10,000 employees at full build out.

Councilor Moncrieff advised that the City had to plan to accommodate Metro population projections for 2035. Putting more density in Foothills and in the Boones Ferry Road corridor could help the City avoid the cost of expanding out into Stafford. She and Williams clarified that Metro modeling allocated growth based on current zoning. A neighborhood might look built out, but the model assumed that oversized lots would someday be redeveloped with two houses. Williams reasoned that the more density the City could achieve in Foothills and Lake Grove the less pressure there would be to fit more infill into existing neighborhoods. Watkinson added that sometimes that meant building upward, which was what the Irvington Neighborhood planned for high density designated blocks along Broadway. He advised it was better to be proactive instead of reactive to the need for higher density. When asked, Williams said he did not believe Metro could overrule a jurisdiction that voted against the project and it could not force the City to make improvements. He anticipated that if Lake Oswego voted against a project that mostly benefited Lake Oswego it would be hard to reverse that decision in the future. He was not sure what would happen if the portion of unincorporated Multnomah County in Dunthorpe did not support it.

Sustainability Analysis Tool Overview / Next Steps for LOPT Review / Recommendation to the City Council.

Monahan and Millhauser had been developing a Sustainability Policy and Decision Tool with the help of Duke Castle and the Clackamas County Natural Step discussion group. The Board planned to test it by applying it to transit project alternatives. Monahan demonstrated how the spreadsheet based system worked. Millhauser was going to email the spreadsheets to Board members to begin using the next day in both Excel 2003 and 2007 versions. Some helpful macros would not work in the earlier version. Monahan encouraged those who worked with

them to send him suggestions, comments and their completed spreadsheets. He anticipated the full board would discuss them and compile them into one SAB recommendation to the Council. Millhauser asked them to submit them by March 9. The Board scheduled a work session to discuss them on March 16. Then the SAB would fashion its recommendation at its March 21 meeting. Millhauser suggested the SAB invite the co-chairs of the NRAB to help with the evaluation process. She related that Comprehensive Plan update staff anticipated the tool could be used in the Comprehensive Plan update process too.

SAB 2011 Action Goals

The Board reviewed its progress toward accomplishing its goals. It planned to make this kind of review a standing agenda item. Millhauser had drafted a new Liaisons and Other Volunteer Assignments roster (ver. 02-16-11). The members assigned to those items were to champion and shepherd them. The Council had accepted the two SAB goals the board had forwarded to it. It had asked the SAB to provide more information regarding the Life Cycle Costs - Living Buildings Challenge. Brown volunteered to take the lead on that. Millhauser related that Matt Briggs had volunteered his home as one of the Model Green Homes. He and Millhauser were working with Solar Oregon to plan the tours as part of Sustainability Action Month. Brown and Watkinson planned to get together with the water conservation staff to discuss the benefits of an expanded water conservation incentive program. Millhauser reported the City was planning to host a Chamber networking session with Allied Waste during Sustainability Action Month when Allied would promote their new commercial organics collection program. The SAB had a goal, Zero Waste Public Events. Monahan reported Parks and Recreation Department was making changes at events such as the Farmers Market. Brown reported his neighborhood, Uplands, had applied for a neighborhood enhancement grant of \$2,500 for a pilot "Neighborhood Recycling Node" program. He had asked the Evergreen Neighborhood to host a Neighborhood Association Sustainability Summit. He suggested having a Natural Step presentation at the Summit. Millhauser reported the staff was drafting procurement guidelines that would help accomplish the Green Chemistry Building & Vehicle Maintenance goal. The water quality specialist was encouraging the automotive shop to apply for eco-business certification. Bachofner was the PRAB liaison and he was assigned to the goal, Pesticide/Herbicide Free Public Space. Brown suggested he monitor the program the Parks and Recreation Department program had already started. Millhauser suggested he collaborate with Craig Stephens, who was an advocate and an NRAB member. Donaldson reported the Council had been hearing a lot of criticism about the way City-owned natural areas were managed. When they invited an expert to discuss it they were advised that the City would never get ahead of the problem by just manually pulling ivy. Applying some kind of substance was the most cost effective way to address it. Millhauser reported Parks and Recreation was working on an integrated pest management plan. When asked, she confirmed the City had used goats in the past. An SAB member observed that ivy made great homes for rats. Millhauser suggested Bachofner collaborate with Nancy Gronowski, a PRAB member who had worked for the Portland parks department. Monahan was assigned to City Buildings. He reported that he had not been allowed to participate in the Council discussion of options for the WEB. Millhauser reasoned that the Council had only two months to look at options for the WEB, so timing might have been the reason. Monahan planned to ask Councilor Moncrieff what he could do. Donaldson reported that the Council had decided not to put a bond measure on the

ballot this year, but to look at refinancing the loan. They were receiving all kinds of proposals and offers on the building, but none were enough to pay off the loan.

ADJOURNMENT

The next meeting was scheduled on March 21, 2011. There being no further business Co-chair Brown adjourned the meeting at 8:30 p.m.

Respectfully submitted,

Susan Millhauser
Sustainability Coordinator

L:\Boards & Commissions\SAB\Minutes\2011\LO SAB2011 02-23 APPROVED.doc