



CITY OF
PORTLAND, OREGON

**OFFICIAL
MINUTES**

A REGULAR MEETING OF THE COUNCIL OF THE CITY OF PORTLAND, OREGON WAS HELD THIS 25th DAY OF OCTOBER, 2000 AT 9:30 A.M.

THOSE PRESENT WERE: Mayor Katz, Presiding; Commissioners Hales, Saltzman and Sten, 4.

OFFICERS IN ATTENDANCE: Britta Olson, Clerk of the Council; Ben Walters, Senior Deputy City Attorney; and Officer Peter Hurley, Sergeant at Arms.

Item Nos.1547 and 1564 were pulled for discussion and on a Y-4 roll call, the balance of the Consent Agenda was adopted.

- 1544** **TIME CERTAIN: 9:30 AM** – Community Watershed Stewardship Program Presentation and Annual Report (Report introduced by Commissioner Saltzman)

Disposition: Place on File.

- *1545** **TIME CERTAIN: 10:00 AM** – Create a local improvement district to construct speed bumps in the NW Westover Road Speed Bump Local Improvement District (Hearing; C-9983; Ordinance introduced by Commissioner Hales)

Disposition: Ordinance No. 175013. (Y-4)

CONSENT AGENDA - NO DISCUSSION

- 1546** Execute contracts to furnish janitorial services for various City locations with Portland Habilitation Center, \$136,612; Tualatin Valley Workshop, \$148,316; Varsity Contractors, Inc., \$40,355; and Everclean Maintenance Co., Inc., \$181,776 (Purchasing Report)

Disposition: Accepted Prepare Contract. (Y-4)

- 1547** Accept bid of Platinum Construction for replacing carpet and repainting Central Precinct for \$89,136 (Purchasing Report - Bid No. 100193 SMP)

Disposition: Referred to Purchasing Agent.

Mayor Vera Katz

- 1548** Accept contract with Alamo Paving, Inc. to seal and coat 2nd level deck at the NE Precinct parking garage as complete and release retainage (Report; Contract No. 33028)

Disposition: Accepted. (Y-4)

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- 1549** Approve the appointment of Tim Calvert to the Portland Adjustment Committee, term to expire June 30, 2002 (Resolution)
- Disposition:** Resolution No. 35935. (Y-4)
- 1550** Approve the reappointment of Bob Deveny to the Historic Landmarks Commission, term to expire October 1, 2004 (Resolution)
- Disposition:** Resolution No. 35936. (Y-4)
- *1551** Authorize a contract with Platinum Construction to replace carpet and repaint interior areas at Central Precinct and provide for payment (Ordinance)
- Disposition:** Ordinance No. 175001. (Y-4)
- *1552** Amend contract with Platinum Construction Services, Inc. to upgrade the HVAC system and make architectural changes at the 3rd and Alder Parking Garage commercial spaces (Ordinance; amend Contract No. 32861)
- Disposition:** Ordinance No. 175002. (Y-4)
- *1553** Pay claim of Kathy Gersava (Ordinance)
- Disposition:** Ordinance No. 175003. (Y-4)
- *1554** Authorize the Purchasing Agent to sign a Purchase Order as a contract with ASAP Software, Inc. under State Contract Number 0121 for anti-virus software license and maintenance (Ordinance)
- Disposition:** Ordinance No. 175004. (Y-4)
- 1555** Authorize donation of metal ID tag that appears to have been from Auschwitz concentration camp to the Oregon Holocaust Resource Center (Second Reading Agenda 1505)
- Disposition:** Ordinance No. 175005. (Y-4)

Commissioner Jim Francesconi

- 1556** Accept contract with Caribou Investments LLC for the Whitaker Pond shelter and grounds improvements as substantially complete, authorize final payment and release retainage (Report; Contract No. 32865)
- Disposition:** Accepted. (Y-4)
- 1557** Accept contract with M&M Excavation & Construction, Inc. for Springwater Corridor, Palmblad Road to SE Rugg Road improvements as substantially complete, authorize final payment and release retainage (Report; Contract No. 32959)

Disposition: Accepted. (Y-4)

- 1558** Accept contract with Mt. Hood Roofing, Inc. for the Multnomah Center re-roofing project as substantially complete, authorize final payment and release retainage (Report; Contract No. 32996)

Disposition: Accepted. (Y-4)

Commissioner Charlie Hales

- *1559** Amend contract with Stacy and Witbeck, Inc. for purchase of equipment for Portland Streetcar maintenance facility (Ordinance; amend Contract No. 31987)

Disposition: Ordinance No. 175006. (Y-4)

- *1560** Agreement with the Oregon Department of Transportation to provide for the Pacific Highway (I-5), Interstate Bridge to NE Oregon St. (I-5 Preservation) project (Ordinance)

Disposition: Ordinance No. 175007. (Y-4)

- *1561** Authorize application to National Fish and Wildlife for a grant in the amount of \$150,000 for integrated approach to invasive species management for the Office of Transportation, Bureau of Maintenance, Street Cleaning Division (Ordinance)

Disposition: Ordinance No. 175008. (Y-4)

Commissioner Dan Saltzman

- *1562** Appropriate funding for Century West Engineering, Inc. for materials testing lab technical services (Ordinance; amend Contract No. 30561)

Disposition: Ordinance No. 175009. (Y-4)

Commissioner Erik Sten

- *1563** Authorize an agreement for public pay telephone long distance services with American Telephone and Telegraph (Ordinance; amend Contract No. 51119)

Disposition: Ordinance No. 175010. (Y-4)

- *1564** Extend term of ordinance granting PT Cable, Inc., formerly known as Pacific Telecom Cable, Inc., a telecommunications franchise (Ordinance; amend Ordinance No. 163303)

Motion to change the date extension from December 31, 2000 to March 31, 2001:
Moved by Commissioner Sten and seconded by Commissioner Saltzman.

Disposition: Ordinance No. 175012 as amended. (Y-4)

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- *1565** Issue a revocable permit for Roof Tops International, Inc. to install, maintain and operate public telephones on City streets (Ordinance; amend Ordinance No. 172683)

Disposition: Ordinance No. 175011. (Y-4)

- 1566** Authorize an agreement with Integrated Energy Services for an amount not to exceed \$25,000 to provide engineering services for miscellaneous professional services in the area of HVAC system performance optimization and provide for payment (Ordinance)

Disposition: Passed to Second Reading November 1, 2000 at 9:30 a.m.

REGULAR AGENDA

Mayor Vera Katz

- *1567** Authorize a contract and provide for payment to furnish certain FY 2000-01 City vehicle requirements (Ordinance)

Disposition: Ordinance No. 175014. (Y-4)

City Auditor Gary Blackmer

- 1568** Assess property for sidewalk repair by the Bureau of Maintenance for billing processed through September 8, 2000 (Second Reading Agenda 1530; Y1040)

Disposition: Ordinance No. 175015 as amended. (Y-4)

At 10:29 a.m., Council recessed.

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A RECESSED MEETING OF THE COUNCIL OF THE CITY OF PORTLAND, OREGON WAS HELD THIS 25th DAY OF OCTOBER, 2000 AT 2:00 P.M.

THOSE PRESENT WERE: Mayor Katz, Presiding; Commissioners Hales, Saltzman and Sten, 4.

OFFICERS IN ATTENDANCE: Britta Olson, Clerk of the Council; Kathryn Beaumont, Senior Deputy City Attorney; and Officer Peter Hurley, Sergeant at Arms.

- *1569** **TIME CERTAIN: 2:00 PM** – Amend Title 33, Planning and Zoning to modify the Cascade Station/Portland International Center plan district regulations (Ordinance introduced by Mayor Katz)

Motion to accept the amendments: Moved by Commissioner Hales and seconded by Commissioner Saltzman.

Disposition: Ordinance No. 175022 as amended. (Y-4)

Mayor Vera Katz

- 1570** Amend the Oregon Convention Center Urban Renewal Plan to cause notice pursuant to ORS 457.120 to be made only for amendments which would add land to the urban renewal area more than one percent of the existing boundary of the area, or increase the amount of maximum indebtedness allowed under the plan (Previous Agenda 1531)

Disposition: Accepted. (Y-4)

- 1571** Amend the Airport Way Urban Renewal Plan to cause notice pursuant to ORS 457.120 to be made only for amendments which would add land to the urban renewal area more than one percent of the existing boundary of the area, or increase the amount of maximum indebtedness allowed under the plan (Previous Agenda 1532)

Disposition: Accepted. (Y-4)

- 1572** Amend the Downtown Waterfront Urban Renewal Plan to cause notice pursuant to ORS 457.120 to be made only for amendments which would add land to the urban renewal area more than one percent of the existing boundary of the area, or increase the amount of maximum indebtedness allowed under the plan (Previous Agenda 1533)

Disposition: Accepted. (Y-4)

- 1573** Amend the Oregon Convention Center Urban Renewal Plan to allow expenditure of tax increment proceeds for improvements on the Convention Center premises (Previous Agenda 1534)

Disposition: Accepted. (Y-4)

- 1574** Amend the South Park Blocks Urban Renewal Plan to cause notice pursuant to ORS 457.120 to be made only for amendments which would add land to the urban renewal area more than one percent of the existing boundary of the area, or increase the amount of maximum indebtedness allowed under the plan (Previous Agenda 1535)
- Disposition:** Accepted. (Y-4)
- 1575** Amend the Central Eastside Urban Renewal Plan to cause notice pursuant to ORS 457.120 to be made only for amendments which would add land to the urban renewal area more than one percent of the existing boundary of the area, or increase the amount of maximum indebtedness allowed under the plan (Previous Agenda 1536)
- Disposition:** Accepted. (Y-4)
- 1576** Adopt the 10th Amendment to the Oregon Convention Center Urban Renewal Plan to clarify notice and approval process required for plan amendments (Second Reading Agenda 1537)
- Disposition:** Ordinance No. 175016. (Y-4)
- 1577** Adopt the 7th Amendment to the Airport Way Urban Renewal Plan to clarify notice and approval process required for plan amendments (Second Reading Agenda 1538)
- Disposition:** Ordinance No. 175017. (Y-4)
- 1578** Adopt the 24th Amendment to the Downtown Waterfront Urban Renewal Plan to clarify notice and approval process required for plan amendments (Second Reading Agenda 1539)
- Disposition:** Ordinance No. 175018. (Y-4)
- 1579** Adopt the 9th Amendment to the Oregon Convention Center Urban Renewal Plan to establish authority to allow Urban Renewal Funds to be spent on public buildings (Second Reading Agenda 1540)
- Disposition:** Ordinance No. 175019. (Y-4)
- 1580** Adopt the 8th Amendment to the South Park Blocks Urban Renewal Plan to clarify notice and approval process required for plan amendments (Second Reading Agenda 1541)
- Disposition:** Ordinance No. 175020. (Y-4)
- 1581** Adopt the 7th Amendment to the Central Eastside Urban Renewal Plan to clarify notice and approval process required for plan amendments (Second Reading Agenda 1542)
- Disposition:** Ordinance No. 175021. (Y-4)

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Commissioner Charlie Hales

- 1582** Tentatively deny appeal, with a condition, of Amanda Schueler against Hearings Officer's decision to approve the application of Donald S. Dindia for a conditional use review to install a wireless telecommunications facility consisting of an 80-foot tall monopole and an associated electronic equipment shelter with an adjustment at 3582 SE Powell Boulevard (Findings; Previous Agenda 1498; LUR 00-00186 CU AD)

Motion to accept the findings: Moved by Commissioner Hales and seconded by Commissioner Saltzman.

Disposition: Appeal Denied with a Condition. (Y-4)

At 2:52 p.m., Council adjourned.

GARY BLACKMER

Auditor of the City of Portland



By Britta Olson
Clerk of the Council

For discussion of agenda items, please consult the following Closed Caption Transcript.

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Closed Caption Transcript of Portland City Council Meeting

This transcript was produced through the closed captioning process for the televised City Council broadcast.

Key: ***** means unidentified speaker.

OCTOBER 25, 2000 9:30 AM

Katz: Good morning, everybody. The council will come to order. Britta, please call the roll.

Hales: Here. **Sten:** Here. **Saltzman:** Here.

Katz: Present. Commissioner Francesconi this week is on vacation. All right, we have a special guest, and I am going to turn over to commissioner Saltzman.

Before business, visitors from Khabarovsk, Russia were introduced.

Saltzman: Thank you, madam mayor. I have the privilege now of introducing two visitors from our sister city in Russia. These visitors are Anatoli and Tatiana. And they are here in Portland this week to work with the association of Oregon recyclers on writing a joint grant proposal to develop multifamily recycling centers in Havarosk. Portland's program began in 1989 and it has been very successful. Also, attending this council session today is Thomas Binky, who is with the sister city association and Peter Spendolo. And as I said, Peter is with the center city association here in Portland. He's also with the association of Oregon recyclers and also the department of environmental quality. And they are hosting our visitors here and working with them on their grant application. Also here is Anne McLoughlin, who is part of our office's city sustainable program. And also Anne accompanied our visitors to the multifamily recycling program throughout the city of Portland, so we just wanted to welcome you to our city and we hope that you learn a lot and we hope that you are successful on your grant application. Thank you.

*****: I would like to present this book about -- it is not about the sister city, but it is about the surroundings of the sister city, just for you all to enjoy, and welcome you.

Katz: Thank you. Yes.

Saltzman: Thank you very much.

Katz: Thank you.

Katz: Wish you much luck in your endeavor. And I am happy to see that we now have guests coming from Havarosk on a regular basis. To study what we do well and have a wonderful stay in our city.

*****: Thank you so much.

*****: Thank you, commissioners.

Katz: All right. Consent agenda items. 1547 is to be pulled. 1564 is to be pulled. Any other item to be pulled? All right. A vote, let's take a vote on the consent agenda, roll call. **Hales:** Aye.

Saltzman: Aye. **Sten:** Aye. **Katz:** Present -- aye. 1547.

Item 1547.

Sue Klobertanz, Purchasing Agent, Bureau of Purchases: Mayor and council, purchasing director for the city of Portland, and we are asking that this item be referred back to the purchasing agent. We have some issues regarding the award of this contract that we need additional time to resolve.

Katz: Yes, this was flagged to me the other day, and so, are there any objections for pulling this back and sending it back to purchasing? Hearing no objections, so ordered. Okay. 1564.

Item 1564.

Sten: David is here. I think we just had a problem with the date in this.

Katz: Do you want to move the amendment?

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Sten: Yes.

Katz: Do I hear a second?

Saltzman: Second.

Katz: Any objections? None ordered, go ahead. No, no, tell us what it is.

David Soloos, Office of Cable Communications and Franchise Management: This is an ordinance to extend the franchise of pacific telecom cable, now known as pt cable, for about six months. While we renegotiate some technical issues in the franchise, and the amendment was just to change the date from the extension from december 31st to march 31st of 2001.

Katz: Questions? Does anybody want to testify on this item? If not, roll call. **Hales:** Aye.

Saltzman: Aye. **Sten:** Aye. **Katz:** Mayor votes aye. All right. 1544.

Item 1544.

Saltzman: Thank you, madam mayor. The bureau of environmental services in partnership with Portland state university and the northwest service academy, americorp program has prompted the stewardship program to promote citizen involvement in watershed health. In presentation provides background to the community watershed stewardship program and its annual report. I would like to now turn it over to dean meredith.

Dean Marriott, Director, Bureau of Environmental Services (BES): Thank you. Good morning, mayor, and members of the council, I am dean marriott. I am here with david reed from the bureau. And they will be taking the lion's share of this presentation. I want to say a couple of words, this is really about building partnerships. As the mayor mentioned, we have a partnership with the university and mer core, and we haven building great relationships with our watershed councils and neighbors and the Portland public schools. This is all about leveraging limited public resources. Public dollars, by spreading a few acorns around here, we are able to, I think, grow some terrific oak trees as far as community awareness, education about the watershed, new respect for the resource that it brings to our community, and gets more people out there doing some things, and I think that you will see from, from your presentation this morning, that not only are they helping restore the health of our watersheds, build a sense of community, they are also having fun doing it. It seems like a real winning combination and we are very pleased today to present this information to you. I am going to step aside and turn it over to jeanine.

Jamae Hilliard, BES: Hi, I manage the stewardship program. I have a few brief words and I will turn it over to david. This is a partnership organization with Oregon state university and the northwest academies. Later in the program, well introduce you to this year's stewardship placements, thank you. And we will also -- we have, hopefully barry from Portland state university and susan gulisian, from the americorp program. I will turn it over to david.

David Reed, BES: Thanks. I have a power point presentation for you. Sure, I am david reed and I was in the placement with the stewardship program last year and I am on a limited term contract to help steward the program, as it were, to sort of a more self-sustaining area so that it can continue on for years to come. Excuse me. I have the presentation up here. Get started. So the community watershed, stewardship program, has both commissioner Saltzman and jeanine mentioned, is a partnership with the city of Portland environmental services. Northwest service academy, and Portland state university. It was created in 1994, in response to the service water management group, which came out with the watershed public participation plan. Emphasizing public involvement, education, information, and action. A year later, the program was in full swing, based on input from 39 community leaders, research on similar programs, and community needs, three central program elements emerged, stewardship grants, the partnership with Portland state university, and watershed and program evaluation. The stewardship grants distribute \$45,000 per year in small grants in order to promote community-based stewardship projects. The program provides assistantships for graduate students from Portland state to create ties between community groups and Portland state

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university on watershed issues. Last year, the program added four americorp placements to increase onground community involvement and visibility. The program is constantly evolving in order to better achieve their mission, which is to create opportunities for community ownership of watershed health. The watershed program is based on a fairly simple premise which is that when people become wear of -- aware of their watersheds, they become educated about the needs of the watersheds and understand the effects of the human activities on the watersheds and discover ways to become involved in their watersheds. They will act more responsibly to protect, preserve, and enhance them. So basically the more that they know, the more they are involved, the more they will do to take care of it, so with this in mind, we have some program goals that we are striving toward. And those are to raise awareness. Obviously, first of all, we need to increase awareness of watershed issues and watersheds, in general, we need to create ways for people to become involved with the watersheds and become aware of the opportunities that exist. We need to foster stewardship, encourage people to feel an affinity for their watersheds and for their water and for their communities. We need to provide technical assistance. Catch up with myself here. We need to provide community access to communication systems, training and education. In order for projects to be successful, communities need to access the tools which leverage the resources available in the communities. So, in order to achieve that, we are increasing the partnerships, the stewardship program can show community groups how to use these tools to achieve the goals of their projects by creating partnerships. Partnerships spill over into other areas, creating complex interdependencies which result in stronger communities. We need to promote citizen evaluation. We can't evaluate and monitor the quality of water throughout the city without the help of the citizens, and once the citizens do that, they will see the impacts on a very personal level of what their visual actions are. We need to reflect the diversity of Portland's communities, the stewardship program respects and honors this diversity and also believes that it is always in the best interest of the community to manage the resources sustainably. Finally, we need to have fun. When people get together in the community to make changes towards common good, they do so because it is rewarding and enjoyable. When we have fun taking care of watersheds, more people join us, when more people join us, we have more fun. So, we have a few key areas that we are working on. One of them is information dissemination and awareness building. There is an amazing array of information out there, information and resources and sometimes it doesn't get to the people who need it. So that's why the stewardship program is promoting demonstration projects, like the one being constructed at grant high school, workshops and other information-sharing. We also work on education and training. Educational opportunities for all citizens, kindergarten through adult, and that gets people involved and lets people know what they can do and why they should do it. Restoration enhancement. The stewardship program is about action. We are trying to get things done, and that's part, also part of the goal of americorps is to get things done in the community, so we are out there planting trees and doing whatever it takes to make positive change for better water quality and improved wildlife. Finally, watershed evaluation, as I mentioned, only through knowledge can we achieve social change and get some stewardship going in our communities. In fact, that's the goal of the long-term goal of the program is to build long-term capacity in the communes. Using stewardship to create stronger communities and stronger communities to create a healthier environment, and the long, long run, we benefit from the cleaner aero, healthy ecosystems and a boom of human and natural resources. One of the ways that we are doing that is through the community watershed, stewardship grants, and they are doing amazing work. These are community groups, community initiated projects and we are giving them just a little bit of money to help them get started and the resources that they need to get off the ground, and then they are going out there and doing amazing work, volunteers and donations from other parts of the community. So, the stewardship program is actually closely related to the clean river plan, and it addresses a lot of the

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issues that the clean river plan has also identified. Last year alone, the stewardship program planted over 11,000 trees and enhanced more than 300,000 square foot of riparian area. With the help of the stewardship program, citizen groups installed two major areas so that other people can see the effectiveness of the techniques. The stewardship program instructed thousands of people on reducing car trips, pet waste, fertilizers and other pollution prevention techniques. The program gave over 60 presentations to over 2000 participants, including 20 field trips to natural areas around the city. Street tree inventory, water quality data analysis, and volunteer monitoring programs all got indispensable assistance or impetus from the program last year. And finally, the stewardship program has worked with partners, like friends of trees, solved, tualatin river keepers, youth involvement network, salmon corps, and many others to accomplish our goals. The community watershed stewardship program is about creating the ownership of the watershed health. Thank you and that's the end of my presentation, I would like to introduce some of the people involved in the program, one is susan from -- she's the director of the northwest academy.

Katz: Come on up.

Susan Gilman, NW Service Academy: Thank you. And on behalf of the northwest service academy, I am pleased to be here in support of this community water -- I am susan gilson and I am the director of the northwest service academy metro center. The northwest service academy is an americorp program that serves six counties within the Portland metro region and two counties up into the columbia river gorge. Over 150 members, each provides 1700 hours of service, in an 11-month period, and in our particular areas, they are serving in -- we service in the environment and in education. This partnership here demonstrates really well what, what our academy is about, and it certainly demonstrates what local citizens when given the format to, to get involved in americorp can do. Particularly the four areas that we stress with education to, to both children and to the public about what's going on with our watersheds. With actual restoration work. In conservation efforts, and in involving the community in our service. So, we are really pleased to be a part of this partnership and hope that we can look to more partnerships with our americorp program. Thank you.

Katz: Thank you.

Marriott: And finally, I would like to just introduce briefly the americorp members and our grant coordinator, that's amber working in the willamette watershed, laura perkins working at johnson creek, lynn, who is the stewardship grant's coordinator and roy thompson working in the columbia slough, and we have another person, but she's not able to be here. And barry messer, the coordinator, the partnership for Portland state university would like to say a few words.

Barry Messer, Portland State University: I am barry messer, and I am the professional a professor at Portland state and i've been pleased to be -- to have been working with this program since the beginning. Five years ago. And this program started as a, a, an institutional partnership between Portland state and the city of Portland. And it has been one of our most successful, speaking from Portland state's standpoint, one of our most successful long-term kind of embedded partnership where we structure relationships and opportunities for both faculty and students to be involved in the community because as you know, Portland state has an active community-based learning program where we try to be of service to the city, and this has been one of our long-term and very effective programs from that standpoint. Over the last five years, we have had 20 graduate interns spend their internship with the program, and serve as program assistants on the stewardship program, and we have had well over 1,200 students involved in the program from time to time doing various kinds of community service projects and making it a part of their learning. So, it has been a very successful program. We are looking to model it. In fact, to other parts of how we can work with the city in terms of combining service with learning and be an active participant in the kinds of things that are

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improving our community. So, thanks for supporting us and we look forward to continuing supporting you. Thanks.

Katz: Thanks.

*****: Lastly, lynn vandercamp would like to say a few words introducing the program.

Katz: Okay.

*****: Hi. I just wanted to say --

Katz: Identify yourself for the record.

Lynn Vandercamp, BES: Oh, sure. I am lynn vandercamp, a clean river's educate for environmental services, as well as the stewardship grants coordinator for the last three years. And I just thought that I would share a couple of the highlights of some of our special grants in the past few years. We have -- nature-scaped about ten school properties and also doing church properties, and I invite you to go and look at the school. It is an incredible model in terms of an outdoor living science lab for the students, as well as learning about the value of nature-scaping and swales and down-spouts and rain gutters, another partnership that we are particularly proud of is the oaks project with friends of trees where they have not only restored 12 acres, but they worked with numerous schools, as well as have reestablished the friends of oaks bottom, local citizens that will help protect that area, so it is a great grass-roots effort. Ride a mile stream stewards has really taken off and now we have a coalition called "teen fanno" and they have worked with private citizens to step forward and meet them halfway in terms of restoring their private property, and we have 11 properties today, and more are coming this year, they are working on working on helping people understanding the value of their creeks, which is something hard for the government to do, so they are working with the citizens. I know commissioner Sten has been on one of our tours in the past, and so lastly, I think that one of those projects you saw was aeroheights.

Sten: Uh-huh.

Vandercamp: And we are so proud of that, and it has grown and grown. Two years, rose community foundation and johnson creek watershed and numerous schools and community volunteers have worked on it. Last year, over 1500 native plants were put in, 100 cubic yards of garbage was taken away, and it was such a project that it helped convince Portland parks that purchased five more acres from willing sellers so that now we have ten acres, public parks, in this site, and Oregon fish and wildlife has come in and said that this is one of our prime salmon refuge habitats.

Katz: Where is it?

Vandercamp: On 52nd. It is a hidden area, kind of in a ravine, in a, basically, a very poor southeast neighborhood, so it has been very little known. It is bringing clear aquifer water to the surface, and then a tributary to johnson creek, so it is an important area, and we are particularly proud of that, and now our reveg team is doing more work and Portland parks is doing more work and I am involved with the schools, that will be doing adoptions of plots, so it is continuing to be a good community effort, so I wanted to share some of those things, it is wonderful to work with these citizens that are probably our best citizens. In some ways, they are the ones that want to volunteer and meet us halfway. And I do have some of the past, last year's grant reports if any of you want it or if you have any questions.

Katz: Why don't you pass those out.

*****: Sure.

Marriott: Meanwhile, do you have any questions of us about the program?

Katz: Questions from the council members? Thank you.

Saltzman: First of all, thanks for the great presentation, it is a really exciting program. I was curious, the background of the graduate students from psu, are they environmental science education, or what kind of programs are they typically involved in, the ones involved in the program?

Reed: For the last few years they have been involved with the masters of urban and regional planning program so they are planning students, who are sort of learning the ropes of on-the-ground planning and getting a chance to interact with people who are doing planning for the city of Portland and des.

Saltzman: That's even better.

Reed: Did you all receive the -- you all got this?

Katz: Yes, we have that. Okay.

Reed: All right, thank you.

Katz: Thank you. Anybody want to testify? On this item? If not, we will accept the annual report. Any objections to accepting the annual report? Hearing none, so ordered. 1545. Oh, it is almost -- do we have everybody here? Okay. 1545.

Item 1545.

Hales: Thank you. Will Stevens is here, and I think that we have neighbors and advocates for this lid here, as well. This is a success story, really, if neighborhood perseverance of folks that really wanted to solve a problem, but who recognize that the city doesn't have the resources to deal effectively with all of the community needs for traffic calming, so in this case, the neighbors have worked through the lid formation process and worked with a couple of different staff and pdot and the latest, and the one who had to bring this in for a landing is will Stevens, so he's going to get him geared up here with power point. This is a picture, literally, of the situation in westover, some of us are pretty familiar with it.

Katz: Yes, I am familiar with it.

Hales: So, we will give will a minute to get ready and we will get rolling.

Katz: Okay. Will, are you ready?

Will Stevens, Portland Department of Transportation (PDOT): I wanted to bring up to -- good morning, I am will Stevens and I am with the office of transportation. I am here to speak about the northwest westover residential speed bump purchase project. While I am waiting for the computer to power up and pull up my presentation, I wanted to introduce to you Julie Shepherd, who is a resident of northwest westover, and who has been a driving force behind this particular project. A project that I might add, began in April of '99, and through some misdirection on the city's part was shelved, and through the tenacity of Ms. Shepherd and other residents on the street, this project was brought back to life and we appear before you today, due in part to the efforts of the neighbors, and I wanted to give Julie a moment just to give her thoughts about this project. Julie?

Katz: Identify yourself for the record.

Julie Shepherd: Julie Shepherd from northwest westover, and just moved into the neighborhood, 11 years ago, and have just watched the traffic volume increase, and the speed increase over the years, so we began this project, was able to get over the necessary signatures to proceed with the project, but because of some confusion in the way that it was set up, we bagged the project and yet there was the problem was still there, so we started the whole project over with will and with an lid in mind this time. Originally when we started the project, we were hoping as good neighbors, that there were a handful of people who didn't want them. Some -- the majority of the people who didn't want them were because they didn't feel that they should be paying for it, the city should finance this. And so, the good neighbors who wanted this said well, we will supplement and cover it and it just became a big mess, so we started the project over with the lid in mind and got over the necessary signatures, and would like to proceed with this. We believe that it will slow the volume down and it will increase -- it won't decrease it but it will slow it down, which is a big issue for us.

Hales: And it looks like you have got the 71% in terms of the support petitions from the affected neighbors? A pretty high percentage.

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Shepard: It is a required majority in support of 67%, and this is a little bit of an unusual number. Usually we come in at the 67% level, and this is just a little above that.

Katz: While he's get it go set up, where are those speed bumps going to be located?

Shepard: They are from -- I live actually at the corner of cornell and westover, and just a little up from my home, and they go throughout westover until it comes to the point where it is turning. I don't have the address of that house --

Katz: It is on the curve?

Shepard: s: And that's where generally people slow down to make the turn, so we didn't feel that we needed to pursue it past that turn. And the numbers showed that the volume, the speed volume changed, or the speed bumps change there.

Saltzman: Was it commuter traffic primarily?

Shepard: Well, forest heights and comes through and there are even people in our own neighborhood who are right on the hill, but it is primarily the volume increase has been from the developments of cornell. And it is a shortcut instead of getting onto cornell and having to proceed into the city.

*****: We are almost there.

Katz: I used to walk my dog and on that curve, it was still a little dicey sometimes. Whether they were going to slow down or not.

Shepard: Well, I had trouble getting into my car just to take my children to school, so, and the kids that need to cross there to go to the elementary school, it is very difficult.

Katz: Okay.

Stevens: I want to thank you, julie, for your comments, and this will give you a brief overview of the project. The second is -- as julie mentioned is northwest westover road from northwest cornell road to summit avenue. The street designations are local service street, also classified as a minor transit street, and that would be the north end only. It does currently have transit service, and that particular route runs the north leg of westover and then jogs over to cumberland avenue. It is also designated on a city bikeway on the north end, as well as the city walkway. The minor emergency response route, which allows for traffic calming measures. The traffic counts are fairly significant for this, for a local service street, the posted speed limit of 25 miles per hour. The 85th percentile was 31 on the north end and fairly high, 37 miles per hour on the south end. Traffic volume, again, reflects the divergence in the conditions from one end to the other. 1,200 vehicles per day on the north end and almost twice that on the south end. -- or on the south end. It is, as the mayor certainly understands, with living in this area, this is an area that has a lot of slope terrain. Westover is particularly a wide road, wider than your typical local service street or residential street. And those conditions are found throughout the segment, those roadway conditions. This is a shot looking north, and again, looking south, and this is towards the, the south end of the project, as it turns and intersects with summit avenue. Project goals are similar to any traffic calming project. We want to reduce traffic speeds. Improve pedestrian and bicycle safety and enhance neighborhood livability, and that's a common theme found throughout any traffic calming project that we undertake. The project elements would have us installing and constructing three 22-foot speed bumps at the north end of the project, and this would be to accommodate the transit route that I mentioned earlier that runs on the north leg of the segment. And then 3,14-foot speed bumps at the south end where there is no transit service and we have a higher 85th percentile speed which requires more of a calming measure.

Saltzman: The 22 and 14 feet, does that refer to the length of the speed bump or the spacing --

Stevens: The width, the width and ramp-to-ramp, not curb to curb but ramp-to-ramp, so they have a 3-inch rise, they have a 3-inch rise, so you have more of an abrupt with the 14-foot, and it is designed

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capacity is to reduce speeds to the 25 miles per hour mark, whereas a 22-foot bump is designed to reduce the speeds to 30 miles per hour.

Saltzman: Okay.

Stevens: And that would be to accommodate tri-met service. And the public participation in this particular prompting has been very, very crucial and very key, as I mentioned before. This was a project that started in april of '99 and through some misdirection on part of the city, it was shelved and through julie's efforts and the neighborhood, that they brought this -- they, in essence, project this project back to life, and they have been instrumental in helping me get to this point. There was an open house held to discuss the prompt, and it is design elements and would it would mean to the neighborhood, and also focusing on the lid assessment process. The residents successfully circulated the project petition, as charlie mentioned, earlier, this, this is 71% support. And this gives you an idea of the project support. For the petition. The number of eligibility properties -- eligible properties is 35, the number of petition signers was 25, bring in a support strength of 71%, and there is a note at the bottom indicating a 67% approval rate is required for these types of projects. The project cost for this lid would be a total of \$12,342.06. That's just over 35 properties, which would be -- bring a cost per property of \$35 -- 352.63. And that's a bit high for your, for a residential speed bump purchase project. Typically, they come in around \$200, but we have fewer properties on this segment, given the fact that on the, the west end of the street, there are much fewer houses on the street segment. And the staff recommendation is that the city council approve the formation of the local improvement district to allow for construction of the northwest, westover residential speed bump purchase project.

Hales: Will, thanks for your good collaboration and patience with our work and thanks for your efforts on this much it is nice to have this one get resolved and get that traffic speed down.

Katz: Will, help me out, does this get bid out?

Stevens: No. No. This is -- this is -- the city constructs the speed bumps. We are responsible for constructing the -- the only difference between the city funded project and the residential project is that the residents have the opportunity to either pay through a permit process or through a local improvement district but the city does construct the project.

Hales: Maintenance crews, actually.

Stevens: That's correct.

Hales: In part because we don't do that many of these, and also because the technical stuff really matters. The difference of an inch or two actually means a lot in terms of performance, so our crews have developed quite a bit of expertise in building these things.

Katz: Okay. Thank you. Come on up if you want to testify. Do we have a signup sheet, Britta?

*****: No one is signed up.

Katz: All right, just come on up.

*****: Actually, I have more of a question for them, if that's okay.

Katz: Well, then you can do that privately. Are you a property owner?

*****: I am -- I live on summit, right underneath westover.

Katz: Right. You don't want speed bumps on summit?

*****: Well, we have a problem with speed bumps on westover.

Katz: You have problems with that?

*****: Yes.

Katz: Well, why don't you talk to them privately then. Anybody else want to testify? If not, then roll call.

Hales: Aye, thank you for good work.

Katz: Mayor votes aye. Thank you. Why don't you go and respond to the question. Okay. We are up on our regular agenda. 1567.

Item 1567.

Katz: I held this for a couple of weeks because I knew of the discussion that we had during the budget period, and the concerns that you have had, as well as others, regarding the purchase of vehicles, and so we reviewed that and I was satisfied that we weren't purchasing any SUV's or anything that we didn't need. But Roger, why don't you go ahead.

Rodger Johnson, Fleet Services, Bureau of General Services (BGS): Roger Johnson with the vehicle services division of the bureau of general services. This ordinance authorizes new and replacement vehicles for various city bureaus. Nine of the vehicles are new vehicles and the funds have already been approved in the budget. The other 100 vehicles are replacement vehicles. The funds have been approved. This is the -- we actually moved forward with the process and spent quite a bit of time in review with the bureau's and with her office. The estimated expenditure is 3.4 million. In this group of vehicles, five of the vehicles were purchasing, we are actually, were previously deferred and when I mentioned deferred, we have utilized the program that three years ago, the council approved the extended replacement life cycle program for city vehicles. To try and stay within that, it is extended but we try and stay within that, five of them are vehicles, as I say, that have been previously deferred. Three of the vehicles were purchasing are vehicles that are purchased a year early. They are anticipated life was 11 years, we are purchasing them a year early, two of those are in the water bureau and actually, their requirement has changed and the vehicles we are purchasing a year earlier are actually what we refer to as a downgrade, they are less expensive vehicles. They are less expensive vehicles to maintain. And they are more appropriate vehicle for their need. The third vehicle is in the park bureau, and it is a technological change that really moves us there. We are buying a year early but this is a wheelchair step van, and there is a safety requirement for the change in the way that wheelchairs are raised into the van.

Saltzman: What is the life cycle?

Johnson: The life cycle is 11 years --

Saltzman: No, what's our benchmark life cycle for the regular passenger vehicles?

Johnson: For a regular passenger sedan, it is eight years. It had been seven years, we extended it to eight years.

Saltzman: Is there a mileage limit, too?

Johnson: There isn't a mileage limit. This is -- one of the things that we consider -- the life cycle is used as a flag more than a requirement. So at that particular time, we looked to replace vehicles for a number of reasons. It has to do with availability of parts, knowledge, major component repairs in a particular life cycle, all those things go into it. A number of vehicles on here, we are purchasing replacement of the police patrol vehicles. Prior to the decision to extend that in 1997, we purchased vehicles, police patrol vehicles on a 3-year cycle. We extended that, we now purchase them on a four-year cycle.

Katz: Those were all budget considerations?

Johnson: Right, and the life cycles are different for different types of vehicles. We work with customers in trying to determine that our maintenance people, manufacturers.

Sten: Mayor Katz, I don't know if this is the right time, but I wanted, item point, so ask, I think you did the right thinking on this, but to ask you to take a look at some of the new hybrid fuel vehicles that are out, I think, from what I can tell, I think that they would be incredibly appropriate for, in city travel. There is a Toyota Honda, we are going to be bringing an update of the global warming reduction plan to council first quarter of next year, and that's one of the recommendations going to be in there that we see if we could use some of those vehicles. I think that they will cost a couple of bucks more to buy, but I think what we need to look at is whether or not we -- well, how quickly we make that money back on better fuel bills. I mean, we will make the money back, but whether or

not, if it is in the, the five, six, seven-year lifecycle, I think it would make sense economically and certainly make sense from a policy standpoint.

Katz: Have you looked at that?

Johnson: And actually, we are. And one of our intents is actually to bring forward to the mayor, hopefully, within the next few months, recommendations on city purchases of alternative fueled vehicles. There is, as you mentioned, a significant difference. For instance, one of the vehicles that we think will be a very nice niche vehicle is the toyota prias. And if you are familiar with that, actually, we, we have tested these vehicles. We have looked into some of the different vehicles. The hybrid vehicles are probably the best fit, we think, for the city because they give the kind of a transition vehicle. Price will be a problem. We are purchasing our basic sedan now for approximately 13,500. These vehicles are about \$19,000, so there is a substantial upfront cost. And because of the mileage, we drive vehicles within the city. Normally, on our basic vehicles, we don't put high mileage on the vehicle so they are probably not a straight dollar return for fuel savings on that. So --

Sten: Yeah, I am just guessing, I will bet our little cars get 25, and I bet I am being generous, and the prias is testing at anywhere from 45 to 60, and at \$1.79 a gallon, half the price has got to add up to, I mean, I am just doing the math here, but, and I am not quick enough, but at \$1.79 a gallon and double the cost, you don't have to drive that many miles before that has got to be a chunk of it.

Johnson: Right. And that's all part of what we bring forward.

Katz: You are going to prepare that kind of analysis?

Sten: And then the other piece I wonder, given these, I think that we should be leading this charge, given that, you know, in terms of, you know, meeting our deq standards and all the things that we have to do, they are enormously different on emissions. I have a strong suspicion, which is just that, I haven't talked to ron tonkin or any of the other folks out there who sell toyotas but I bet you that if the city was going to be calling some attention to these vehicles, and wanted to buy a bunch of them, I don't even -- may not be buying for a while but wanted to set up an order, and I bet that we could get a deal.

Johnson: And actually, when we are talking about numbers, we have been working with other local governments and the possibility of, of maybe combining purchases, purchasing generally the same types of vehicles. For prices but also for training and some of the other things.

Sten: We are prepared to maintain them and everything. I think if you buy them early this year, they will offer pretty good deals on maintenance because obviously, they are a new thing.

Hales: Are they made here, the toyotas?

Johnson: I don't believe so.

Hales: Well, I certainly want to encourage that, too. I think if we had to spend a little more, initially, for the first couple of vehicles purchases, exercise that leadership, I think that we ought to do it. I am pretty stingy when it comes to vehicle purchases anyway. And I appreciate the life cycle, I want to keep pushing that because I am not sure if we are there yet, just because we went from 7208, on vehicles that don't have to go and bump down country roads, otherwise get the kind of use that some vehicles do, I would be inclined to keep looking for a longer number, as long as you can make it work. I think that, and I don't quite understand the details of how you operate yet, in the sense that we make what seems to be like an absurd comparison, when we first got on the council, the mayor and I were confused or perplexed about the city's tendency to settle legal claims given we have full-time lawyers on the payroll. They show up every day, the cost of the legal staff is fixed. Relatively. And so our attitude was, well we ought to be fighting these lawsuits more because after all, we are paying the attorneys. Same thing is true with your mechanics, in other words, unless we are having -- unless we are to the point that we have to hire more mechanics because the vehicles are breaking down so often, see my point? So I don't know if an eight-year lifecycle is lifelong enough

so I want to continue to encourage you to push that out and lower the style to which we are accustomed with respect to the age and condition of the vehicles, and I appreciate you exercising some caution on this front because I think that there are a couple of bureaus that have lofty expectations of what constitutes an acceptable vehicle, so I appreciate that pressure from you. And to put the question probably really harshly, if you had the bad fortune of being here three or four weeks from now, say the wednesday after election day, and some of these really bad ballot measures had passed would the council still want to spend this \$3 million? And what would happen if we didn't? So, I mean, I just want to sort of throw those out as rhetorical questions. I am not recommending that we fail to go ahead with this purchase, but once we make this decision, it is \$3 million out the door, just the better job you do of extending that lifecycle of fully utilizing our mechanics, even to take care of old vehicles you know, somebody who drives a, a, you know, a 10-year-old vehicle, that I expect to drive for another five years before it drops, and you know, have to go and buy a hybrid. I am pretty stingy on this subject.

Johnson: We do. We just happen --

Katz: We do what?

Ist to say that we happened to mention sedans. We look at a lot of things associated with the life cycle, and oftentimes people have a tendency, because most people drive cars, to dwell on the car. Some of our cars are what is considered severe duty, simply because they are driven short distances. They are driven in town. They are never taken out on vacations and long trips. We get some severe duty that often people don't experience with their individual car. But, the larger ones are our more expensive vehicles. And the bigger trucks, some of the more expensive things, if we were to look at life cycles, and we regularly do that, we are talking a 15 and 120-year lifecycle, not 7 and 8, and another piece of that -- we are constantly looking at that, and currently through the administrative service review process, we are working with our customers on those very items. How we can maybe squeeze a little bit more, so we are looking at, and that's one of the considerations is the extension of life cycles and what's the impact of the life cycles which we did some analysis 3 years ago, there is a considerable amount of savings in the replacement cost to the vehicle. There are some additional costs associated with reduced salvage and maintenance and some of those things you mentioned, but we are looking at that solidly, and I mean, this is timely as it could be, and in fact, the first portion, you mentioned although it might be more expensive, actually we think that the direction that we have with the council is to move forward and look at alternative fueled vehicles, even if they are more expensive. Because of the concern that the city has for leadership roles. It is not dissimilar than a lot of other vehicles that we do with vehicles, and we have talked about the, the green fleet's program and our clean city's program and the, the ecological business program. We are involved in a lot of those things, simply because we understand the direction that we have here is to be a community leader in this area. It may cost a nickel more upfront, and that's what we are looking for the review that I mentioned that we want to bring forward and the mayor, concerning recommendations on the alternative fuel vehicles.

Katz: Good. Of course, there will be some cars or trucks that you may not be able to use the hybrid ones, but where you can, we ought to -- we ought to be a leader and pushing the timeline so that we can recover the costs.

Sten: I don't know if any were made in this country, but I think if there is one thing that the policymakers can do as far as sending a signal to detroit, if you don't want to have a recession again, figure out how to make these alternative fuel vehicles because this country is way behind, and it is going to be a very short period of time before a lot of markets won't accept standard engines, and this country has got to figure out how to make them sooner than later, and I think that pushing that, rather than pretending that's not true is the best economic strategy, let alone --

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Saltzman: My initial reaction in asking that question was rooted in my 15 years ago of working back in Washington, d.c.. The economy was different. Mood was different and those types of questions, just, you know, but I also know that Oregon, we import a lot of foreign cars so those foreign cars produce a lot of jobs, lolly, and we have probably one of the highest ownership rates of hondas and toyotas in any state, I think second only maybe to california so, that was kind of just a knee-jerk statement of mine that just came out of my brain somewhere. But I agree, we need to be setting a leadership role and we need to pursue these opportunities and I am fully in support of, you know, recognizing that there is going to be a higher upfront cost but the environmental benefits are going to far outweigh that in the long run, so I am comfortable with us being leadership and detract my concerns about where they are made.

Katz: Okay. Further questions? Anybody else want to testify on this item? If not, roll call. **Hales:**

Aye. **Saltzman:** Aye. **Sten:** Aye. **Katz:** Mayor votes aye. Thank you. 1568.

Katz: Second reading, roll call. **Hales:** Aye. **Saltzman:** Aye. **Sten:** Aye.

Katz: Mayor votes aye. And ladies and gentlemen, we adjourn until 2:00.

At 10:29 a.m., Council recessed.

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Katz: Present. All right, we are going to take 1570 all the way through, and then we will take 1582, our little 80-foot tall monopole, and then we will take cascade. Cascade station -- cascade station. All right, they are all second readings. 1570. Roll call.

Items 1571 through 1581 [taken together and voted one after the other -- second readings]

Item 1582.

Hales: We were going to modify the conditions to reflect this alternative site plan -- oh, I am sorry. We were going to modify the findings and conditions to reflect this alternative site plan, have we got that? Okay. So then the motion is to approve the findings as revised and as before us today? Not the original ones but the revised ones that are before us today is this so moved.

Katz: Do I hear a second? Discussion? Roll call.

Item 1569.

Katz: Thank you. Come on up. As you come on up, let me remind everybody that this was an integral part, in the public private partnership in building the light rail to the airport. And you will hear that being described, I hope, bob, you do a little presentation between you and gill about what this is all about. Okay. The notion was to create a center called now the cascade station, Portland international center, of a very vibrant, urban form around the airport to take advantage of the two light rail stations. And as we work to deal with how to fund the light rail to the airport, this was an integral part with our private partner, bectel, and we will hear about it a little bit more, and I want to thank commissioner Hales for playing a very important role in not only being a partner with our other gang of three, four, five, six, depending on the week partners, to make sure that the light rail is built to the airport, but also, he honed in on some of the design issues to make sure that this is not another suburban sprawl oriented place, or nonplace. We wanted to make it a very special place. Now, did we get all of the way and there are some, some areas where I would have liked to have seen us do maybe a little bit better, but it is a lot better than how we started. So, having said all of that, I will turn to bob and gill and then --

Bob Alexander, Portland Development Commission (PDC): Thank you, mayor, commissioners. I am bob alexander with the commission, I am joined with jessica richmond. We will present a, hopefully, brief presentation to you about the station and then we will also have some amendments to the plan district. The cascade station area is shown -- There we go. The cascade station planned district includes both the Portland international center and the cascade station area, approximately 485 acres between the Portland international airport and i-205. The area outlined is bordered by the slough on the south airport way on the north, 82nd avenue on the west and the columbia slough and i-205, excuse me, on the east. The land is owned by the port of Portland and is available only for lease. Or actually, two parts to the subdistrict and to the planned district. Subdistrict a is the area shown in tan here. It is approximately 125 acres for mixed use office retail and hotel district, subdistrict b in green is the employment industrial area, and this is partially developed with about 25 businesses currently, including the hotel office and warehouse uses. Approximately 60 acres are left in this area for industrial users. This is a recent aerial showing of the cascade station area, subdistrict a. This development is a result of a unique public private partnership that the mayor discussed. Partners of the city, the pdc, port of Portland, tri-met, and bectel, trammell crow, who formed the cascade station development company llc. The deal was that the public gets a 5.5 mile light rail line extension to the airport, the port gets property developed. The city gets family wage jobs and investments in this area. And csdc has a 99-year lease to develop this property. Total --

Katz: Csdc for listeners.

Alexander: Cascade station development corporation, thank you. The total light rail project is \$125 million, the pdc city contribution from the airportway urban renewal plan is \$23 million, and pdc is assisting in the infrastructure construction. This shows the new intercrossing of the top with the park-locks configuration visible with the light rail line extending from the lower right to the upper left. Access to economy parking, for those who may have been out last week, is now by the overcrossing, existing crossing. That grade is no longer there. And when you are headed eastbound on airport way, you can use the overcrossing. Our intent was that we have a vision for cascade station a buildout that includes a place that's vie bran, an exciting place to be, job-rich, we expect 82010,000 jobs at buildout with a majority being quality office jobs. A mixed use development, combining 400,000 square feet of retail, 1,325,000 square feet of office and 1200 hotel rooms. Also transit support, which takes advantage of two light rail programs to take advantage of transit usage for employees and customers. In contrast to the usual sprawl development scene around most airports, the vision for subdistrict a, known as cascade station, calls for an urban sense of place with development centered around the lineal system and park blocks. In october of '97, we had the commitment to the city, tri-met, signed an agreement to proceed with the analysis, in february of '99, the city integrated the cascade station, planned district and the zoning code and in june of '99, finance agreements were approved and construction of light rail began. Once the planned district was adopted and financing worked out, construction has moved very quickly. Timeline for the light rail, starting light rail construction is 88% complete. Almost all of the civil work is complete with most of the remaining work left, meaning the electrification and signalization. Clock-wise from the top left is the new interstate 84 bridge at rocky butte. The flyover bridge going into cascade station is in the upper right. The tracks along airport way in the lower left and the new terminal station in the lower right. The project is on schedule and within budget and will be turned over to tri-met on july 9th, 2001 for final testing. Air service to begin on schedule, september of 2001. Cascades station infrastructure is 85% complete. The park blocks are in process right now. Utilities are 95% complete, landscaping is 50%. The top lift of the asphalt is schedule to do this weekend, or if it rains, the beginning of next week, and infrastructure is scheduled for completion for december of this year. The pictures that you see in the upper right are the trees planted along cascade parkway. The lower left is the center of the park blocks with the water quality feature and the lower right, again, north park blocks shot down on the sidewalks through the area. So, that is a brief overview of where we are at with the prompt, and how we got to this point, and jessica will then discuss where we stand with, with the, the planned district amendments.

Katz: Before we get to that, gale, did you want to say anything?

Gil Kelley, Director, Planning Bureau: I will follow jessica, that will be fine.

Jessica Richmond, Planning Bureau: Jessica richmond with the bureau of planning. Under the original plan, the park blocks shown here ended in a large circle. We called it the east circle, and the light rail station was inside this little dark bar there, and the auto traffic would circulate around the outside of the circle. This is the original concept plan, and in it, the east circle provided a focal point for the whole subdistrict, and also an ending to this linear park system. The development was going to focus and be oriented along the park blocks and also around the east circle. Should be noted that this shows just potential development. This was not part of any requirements. It shows what could be developed under the current regulations. Under the original plan, also, the park blocks were required, as was the east circle, and the streets that you can see here. The streets since have been renamed avenue a is mt. Hood avenue. Avenue b is mt. St. Helens, and so on. We knew back in 1988 that we wanted crossings in the park blocks but we weren't quite sure where they were going to be, which is why you see these dashed lines and then broad black sways, we required two crossings, at that time, with some optional ones with some dimensions that they couldn't be closer than this, but not further apart than that. Then having the development focused around the park blocks, this gray

swath is called the build-to-line area. And the regulations for it include requirements that buildings have to be built here first before they can be built out to the north and south. There is also a lot of pedestrian-friendly requirements in the build-to-line regulations addressing awnings and entrances, wide sidewalks and things of that nature, again, in this gray area. One of the original goals of this project in '98 was to allow most of the desired development in the planned district to happen without discretionary land use reviews. As a result, the plan district contains only clear and objective standards where discretionary requirements in areas where we wanted to maintain a lot of flexibility, were addressed in the development agreement. The proposal before you maintains and strengthens the relationship between the planned district and the development agreement while adding requirements to both tools to make them stronger and more effective. Here are some illustrated examples of types of regulations in the planned district, and in the development agreement, and I will be going into a little bit more detail in a moment. When we began round one, a few years ago, in this project, we were told to create an innovative creative and flexible approach to getting the kind of development here that we wanted. We were able to take advantage of the unique circumstances of the public/private partnership, and one result was that the cascade station plan district, excuse me, became the only place in the zoning code where the regulations were so closely coordinated with nonzoning implementation procedures. To reinforce this relationship, the Portland development commission has authorized the executive director to amend that development agreement between pdc and cascade station development company. Because the development agreement and planned district are so interrelated, we are including some discussion of the development agreement in this presentation. But, it is not officially before you each day and you don't need to take any action on it. So, why are we here? As interested developers began to look at there site, concerns arose in several areas. First, there was a concern that commercial development, that surrounded the park blocks was just too far from the east station because of the configuration of the circle. It was about 380 feet across. Second, there was concern about traffic backing up during peak hours when there will be max trains entering and leaving the station every seven to ten minutes because eastbound traffic has to cross the tracks twice under east circle configuration. It seemed likely that there would be significant congestion. Under that scenario. Finally, the inside of the east circle was proven very hard to develop.

Saltzman: The first concern about commercial development, being too far, that's because of the diameter of the circle being that large?

Richmond: Yes. In december of last year, meetings began to look at the potential for changes. Public participants included three planning commissioners. Rick michaelson, marcy mcnelly and ingrid stevens, and public agency participants included staff from pdc planning, p do the, tri-met, and two consultants, a planner and an architect you are began designer. Private partners included representatives of cascade station development company, mbk, a perspective developer, and their architect. The group agreed that changes would only be considered if the results of the changes would be as good or better than the results that we would get under the current regulations. In talking about the proposed changes, the most significant thing is what's not changing. And as you can see from the old infrastructure -- new infrastructure plans here most of the street layout is not changing. Most of subdistrict b is completely unaffected. The basic framework of the public private partnership in the itch mention approach of using a variety of regulatory tools isn't changing. The allowed uses and intensities of each use are not changing, and there is no change to the maximum amount of traffic that may be generated. Also remaining are the urban design focus on the park blocks and the options for calculating trip capacity. The most significant change being proposed is a modification to the streets and park blocks. Specifically, to delete the east circle shown here in the dotted line. That was the east circle, and it is being replaced with extended park blocks and this small circle on the end, the east station now just abuts the park blocks, and it just so the south.

These changes emphasize the east station as a focal point, and also increase the pedestrian-friendliness of the area because it is in proximity to more of the pedestrian network. This configuration also adds a net of 2.6 acres of streets and park blocks, and this is also added public open space. You can see here also the new required main street, the station is down here below the park blocks, and this new street will be a major focus of retail. There is also required a terminus point at the north end of main street, and we are also requiring at the east end of the park blocks a terminus again to be a focal point. In these amendments, we have significantly raised the bar for design in the planned district regulations. For example, we have extended the build-to-line area. Again, that's the area where buildings have to come up close to the sidewalk and have a lot of pedestrian-friendly elements, such as ground floor windows and awnings and entrances and the like. It now covers more area in the planned district. Wider sidewalks are required, and again, in more areas of the planned district. We also, compared to the current regulations, these amendments include tougher requirements for orienting entrances towards the pedestrian, including requirements for awnings at the main entrances. So, these changes also address the idea of articulating buildings to allow for stopping places and the like, and little cafes and such. And we have also increased minimum heights at critical locations. Another significant changes that there is no much more certainty about the location of the streets, particularly in this area here. We have also got clear requirements about the dedication and design of the private streets, by the way, you will be hearing an amendment request in a little bit to add some more streets to it. Other changes are additions to the cascade station plant list. Currently, there is a list that only those plants can be used in the plan district because it is critical that they be airport-friendly plants, that don't attract birds, since apparently, birds and jet engines have some conflicts. There is also minor amendments to the environmental regulations. The development agreement calls for design approval process, at both the schematic and true design stages of the proposals. The changes in the amendments before you expand the design approval team to include both of these gentlemen, bob alexander and gill kelly, along with spencer johnson, an architect urban design consultant. We have also added a master plan requirement for both east and west light rail station areas. As well as any other area where two or more buildings are to be built. The focus of this master plan review will be to insure pedestrian-friendly development and an orientation to the park blocks along with the phasing. Master plans will be done for the rest station area here will be getting a street through there in the master plan will help us determine the specific location and improvements, and this area here where we expect some hotels, in this area here, there will be a master plan and also south of the east station, we will be getting a master plan. Some of the design standards that are specific to the development agreement include a lot more requirements for rain protection, awnings, and the like, again, focusing on that pedestrian-friendly atmosphere. Some corner elements to help provide a sense of place and identity, and some very specific requirements for building materials, especially at the pedestrian level. A signage master plan is also required, again, to reinforce that sense of place. Under both the current regulations and the proposed amendments, the east light rail station provides a focal point for the whole plan district. In the original plan, the east station was located in the east circle, and in the revised plan, the east station is a focal point at the south end of main street. That major retail street, and also the north end of this part of mt. St. Helens avenue. In both plans, the east station provides a strong sense of a public place. At full buildout, the vision for the main street includes prominent buildings at both ends, the buildings at the north end will be built during the early phases, as required by the development agreement. The building at the south end, at the station is envisioned to be a building incorporating the station. Currently, however, there are no funds available to include the station building in the early phases. There is an interim plan, there will be platforms and shelters and the like. Because full buildout is expected to take 15 to 20 years, there will continue to be opportunities to develop an east station building during later phases of this development.

Katz: Let me add that that probably was a major disappointment that we couldn't tie in the development with that station because we talked about it a variety of opportunities, but the resources just weren't there now.

Richmond: And the planning commission was very concerned with that, and recommends that the city council directs staff to continue working to try to find funds to build that building sooner rather than later.

Kelley: I guess this is my cue to answer the question, is this proposal as good or better than the one that's on the books now and the previous proposal, and I would answer yes, and I think that definitely it is better, and the planning commission, I think, answered it the same way. I want to sort of let you know how I got involved in this one, when it was sort of well under way. The developers had made a request that amendments be made, which is how this sort of got reopened. It is not a situation where we could go back and start from scratch. In fact, the light rail was being constructed and even as we were making tentative decisions on the streets, the utilities were going in at some significant risk to the developer, that we wouldn't end up -- the final product here as an agreed upon solution, but I think that we strived very hard to make this a more urban place, a better place for pedestrians, a tighter relationship of the buildings to the sidewalk and to the park blocks. The developers introduced concerns about market realities, and I think that was a good tension to have in these discussions and I think that we have come out of this with a better district. There are more streets, for example, in this plan. There are more streets that are dedicated in this plan. There is more acreage in the park blocks, in the green space, there is a much better relationship of the buildings to the street, there is new height introduced as a minimal -- a minimum requirement on the buildings along the main street. There is just a better urban feeling about it. Keep in mind that you are looking at one portion of the overall cascade station area buildout. We are really focused on the retail quadrant here, and there are other areas that would be dedicated to office and hotels and conference facilities. But I think we sort of really set the temperature lat here, so I think while there was an illustrative plan early on, it didn't require much. It was simply an illustration, and we have taken this opportunity to lock down a number of things, and I think that the negotiations that happened here happened in very good faith. From both sides, and I would, for my part, at least vogue that this is a better solution. The planning commission recommends that you adopt this plan in the form of the ordinance that's in front of you, the report, and that you amend it by adding two additional concerns that came up more recently, both of which we agree with. There is a memo in your packet from kerry, that basically makes some technical changes here. We all agree with those. And pdot has submitted a request from stacy bloom, recommending some minor changes to the streetlighting language and that's fine with us. We recommend you incorporate that in your adoption. So, while it is always great to be able to sort of start from scratch, I did get involved midway through at the request of the mayor, and after discussions with commissioner Hales and the planning commission subcommittee, and I really feel much better about where this ended up, I think what it does, in many ways, is set a temperature lat for future infill development as the decades go on, we sort of have got a street temperature lat and an urban structure that we can work with. I will remain involved with bob on, in sort of an informal design review capacity, as individual buildings and master plans come in for different segments of the property. And I guess finally, I would like to thank bob alexander who must have felt like he was hurting cats on this one. He had a lot of different players here, and he was really the hero here and brought everybody together and brought this home. We had a lot of talented help, kris eden, and spencer johnson, I don't know where bob found this architect, but this guy from this firm in seattle was just a real bloom to the process, as far as stretching this out on the fly. As I mentioned, stacy was involved, julian, and the team from the development side, ed, jeff, and an architect for mbk, mason frank, himself, and their architect, roger, all those people just sort of put their minds to this and we worked it out over a series of meetings,

and I think it does make a much better gateway to Portland. This is how many people will see Portland coming from the airport, either by car or by light rail. I think that our major disappointment is one the mayor alluded to, which is that we were not able to secure funding for the station improvements at cascade station. Pdc was very generous, offered to pay for half of it, and finance the remainder. And we got some positive indications from some of the other partners, but not enough to bring it home, so that's going to have to be something that we bring in, and the planning commission recommended that pdc and planning continue to press on that, and look for ways to get it funded.

Katz: Okay. Do we need -- can we put the lights on? Did you want to walk through the amendments? Let me just ask the question so that I can -- this will have to go to second with the amendments, but I wanted to adopt them. Is everybody, who is working on this project, okay on the amendments? Everybody is? Okay. Did you want to quickly walk through them?

Richmond: The ones from staff, are almost in the nature of errata, because of the speed with which we put this together. Amendment number one, makes some changes to the regulations. To correct some erroneous statements about the stormwater manual, which has more flexibility than we thought. And clarify that gravel mulch is an appropriate material in the planning district. Amendment number two reflects the renaming of main street to northeast mount st. Helens avenue. Amendment number three changes a portion of the overpass, over airport way. To make it clear that that is not in public ownership. The port's retaining ownership. Amendment 4, we had inadvertently dropped out mention of the potential for a future public street to the south. Amendment 5, we also inadvertently didn't include how we were going to measure street distances. Amendment 6, has been superseded by some recent changes, and it was accidentally retained in this draft. It retained -- it pertains to the size of tree wells. Number 7, limits type s streets to a maximum curb-to-curb width and the proposed amendment clarifies that what was meant was to limit the street to two, 13-foot travel lanes but also allow for onstreet parking, and the last amendment, number 8, is to correct two errors in one of the figures. The amendment that's before you from pdot, the memo from stacy bloom, again, is a technical, just clarifying the regulations about the height of streetlights.

Katz: Okay. So, I will accept a motion to adopt the amendments. What?

Alexander: Excuse me, there is one other amendment.

Katz: Okay why don't we just wait until we hear from ed and then we will adopt the amendments. All right, questions of our staff?

Hales: Good work.

Katz: Thank you. All of you. Good work.

Katz: Okay. Ed, why don't you come on up.

Alexander: This replaces a similar figure on page 3.

Katz: Good afternoon. Why don't you talk a little bit about the company and what you are doing so that it doesn't -- I mean, we have meant a lot of time on this, and I don't want to just deal with amendments, so you have an opportunity to say something.

Ed Hurn, Manager, Cascade Station Development Co. and Bechtel Corp.: Yes. My name is ed hern. I work for bectel corporation but I am also a manager of cascade station development company. And as bob mentioned earlier, cascade station development company has the role of developing cascade station. We are a partnership with trammell crow that was basically developed specifically for this project. Bectel enterprises, who I actually directly work for, is a development and financing arm of bectel, and that was the entity basically that helped develop the project together with the public partners. And as a result of that development, as you heard, in exchange for a contribution to the funding for the light rail, system, we received a designing contract for the light rail system, as well as the rights to develop this 120,125 acres. I am not sure how familiar you are with bectel. They are headquartered in san francisco, but the company's primary focus is

engineering and construction. Worldwide, working in most countries of the world, and the bectel enterprises, the one I work for, which was developing a financing arm, its primary charter is to develop projects which generate engineering and construction contracts, just as it has done here. It does do some other things, but that's where the focus of the company is. So, I am located here. I work here with ralph stanley, I think that most of you are familiar with ralph. I sort of replaced ralph when he got sick. We are located here now. At the koin building and managing the cascade development, basically, the infrastructure, and from had a other -- here on, we will be managing the marketing and development of that site. The construction site, both in terms of infrastructure, of cascade station, was the light rail, that is, that is handled by bectel infrastructure, which, again, is an engineering and construction crew. Any other questions about that? Okay. Let me talk -- request this amendment, as I mentioned we would like to request an amendment to figure 508-4, which is on page 33 of the recommended draft. This figure shows the streets that will be dedicated to the public, and the requested amendment adds an east-west station, sorry, east-west street that parallels the northeast cascades parkway, and connects four short north side streets out of the east end of the parkway. And you can see that in the dotted line on the revised figure. The amendment also requests that the figure reflect that the locations of that street, that is that east-west street and the location of the most westerly north-south street, the locations of those be reflected in the diagram as being determined at some later date. The reason for this is that currently, we really don't know where those streets are going to be. The north-south street we don't know because we have not, as yet, found a developer or tenant for those leases there. The other three north-south streets that we have, they are agreeing to put them in as a part of their development. Currently the east/west street is really just a driveway. But, it is being provided as a potential dedicated street to provide flexibility later in, in case there is redevelopment at some later date. There is a right-of-way going to be placed through there that allows the city to dedicate the street, generally, in that location, given that there is some major development. So, we are providing and the city has the right to dedicate the east/west and the four north/south streets, what we are asking here is, is that the east/west street and the most westerly north/south be flecked as being determined at some later date. And those later dates are based on certain triggers. Certain triggers will initiate both locating and dedicating those streets and those, those triggers are part of an agreement between the city, pdot, pdc, and ourselves, which will identify those triggers and as those triggers occur, then the streets will be dedicated. Is that clear or - any questions?

Katz: Questions?

Saltzman: The streets will happen?

Hurn: The streets will happen.

Hales: I agree with ed's description and support the amendment. I would only editorialize one brief correction, when you said in case there will be redevelopment, I mean, there will be redevelopment, because, you know, this real estate is going to last a lot longer than this plan you know, the site that we are sit not guilty right now, I think was originally occupied by a single family house and then a church site next door was a single -- was a gas station and now a bank tower, the same process will happen here, so we don't disagree about this, so it is just a question of when it is going to happen, so this site plan, including the future street, will help assure that those possibilities are more numerous than they would be without it.

Hurn: Yep. Okay.

Katz: Thank you. Before you leave, we didn't mention this, and I wanted you to have an opportunity to comment on this, the group of folks, the partners that were working on this, over a relatively short period of time, which is actually absolutely amazing at the work that everybody was able to accomplish with the port and the tri-met and your company and the city, pdc, everybody that was involved, made a decision to name the park, the ralph stanley park, and we let him know that,

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and you were kind enough to participate in making that happen, and on behalf of the group, we wanted to thank you. Ralph was at the table before even appeared, and it was his vision of the park and the development of the cascade station that made this all possible. And as we were naming the streets, we decided well, we can also name the park.

Hurn: Thank you very much. I know -- I talked to ralph, and I know that he was somewhat overwhelmed. He knows how significant this is for you to, to name a place like the parks or anything after an individual like him, and I know that he has spoken to you, and we are planning an event, basically, to recognize completion of construction of the infrastructure and we are hoping that you will bear to attend and ralph is going to try hard to attend that, too, and perhaps we can formalize that at that time. But, we certainly appreciate everyone's help here. The company does. And I know that ralph does. He needs all of the support that he can get.

Katz: Yes. Thank you. Does anybody else -- do we have anybody else signed up? Does anybody else want to add anything to this? Nobody? The port? No? Okay. Then I will take a motion to adopt the amendments.

Hales: So moved.

Katz: Do I hear a second?

Saltzman: Second.

Katz: Any objections? Hearing none, so ordered. All right, everybody, since we have amendments, and I think we took care of everything, we will pass this up to second reading and adopt the whole package next week. Thank you, everybody. This is a major step in development of not only the building of a light rail, but hopefully, of a very interesting center that may be the first in the country that will have that kind of development, intense development, so I want to thank all of our partners, especially, our private partners. What are you doing?

Britta Olson, Council Clerk: This is an emergency ordinance.

Kathryn Beaumont, Senior Deputy City Attorney: Mayor Katz, I am wrong, you had asked me a question about whether this could be passed today, and I didn't have a copy of the ordinance -- it is an emergency, so you can adopt it today.

Katz: All right. Then roll call.

Hales: I just want to thank everyone for continuing to effort this. This partnership is sound, it involves some struggle and some pushing and pulling and effort to stay on the vision in general. I think that we still are on the vision in general. I believe what we have just gone through here about the street is an important step because this district is going to be around for a very long time, and things will happen there that none of us can predict. The better footing we put this district on in its creation, the better the likelihood that people 50 years from now will think that we were doing our jobs well. I think that we still have some major opportunities here. We have spent a lot of time focusing on the portion of the property that mvk is purchasing, and it is going to be the retail portion of the property. I think that the other corners there at the corner of cascades parkway and st. Helens avenue are significant places, and I think that what gets built and how it gets built on those corners is at least as important as all of the ranting that I have participated in and exacerbated in the discussion about the mvk property. So, I think it is important for us to keep working constructively together and keep calling each other to a higher standard of intensity and urbanism on this site because each parcel will matter. So far, not bad. But we can continue to try to do better, and I appreciate everyone's efforts to do so. Thank you. Aye.

Saltzman: Aye.

Sten: It is really a fine piece of work and exciting to see the progress. I want to may think mayor Katz and commissioner Hales and this whole team that I am looking at. You did a terrific job, aye.

Katz: I want to thank the entire team, some of our members are not here, but it wouldn't have happened without their willingness to make some sacrifices and make some decisions, and I want to

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thank, especially bob alexander, gill will came in later on and said, hmm, hmm, grunted, and everybody else who was willing to come to the table and make some changes, it is a much better design now. Aye. Thank you everybody. And we stand adjourned.
At 2:52 p.m., Council adjourned.