



CITY OF
PORTLAND, OREGON

**OFFICIAL
MINUTES**

A REGULAR MEETING OF THE COUNCIL OF THE CITY OF PORTLAND, OREGON WAS HELD THIS **11TH DAY OF OCTOBER, 2006** AT 9:30 A.M.

THOSE PRESENT WERE: Mayor Potter, Presiding; Commissioners Adams, Leonard, Saltzman and Sten, 5.

OFFICERS IN ATTENDANCE: Karla Moore-Love, Clerk of the Council; Harry Auerbach, Chief Deputy City Attorney; and John Holly, Sergeant at Arms.

On a Y-5 roll call, the Consent Agenda was adopted.

	Disposition:
COMMUNICATIONS	
1342 Request of Stephen Edlefsen to address Council regarding construction in the City (Communication)	PLACED ON FILE
1343 Request of Freedom Child to address Council regarding police misconduct and the Independent Police Review process (Communication)	PLACED ON FILE
1344 Request of Mariah Ureel to address Council regarding World Kindness Week November 13th - 19th (Communication)	PLACED ON FILE
TIME CERTAINS	
1345 TIME CERTAIN: 9:30 AM – Introduce Mike McCauley as the new Executive Director for the League of Oregon Cities (Presentation introduced by Mayor Potter)	PLACED ON FILE
1346 TIME CERTAIN: 9:35 AM – Approve the appointment of members to the Citizen Review Committee to fill current and impending vacancies (Resolution introduced by Auditor Blackmer) (Y-5)	36444
1347 TIME CERTAIN: 10:00 AM – Accept State of the River Report 2005-06 (Report introduced by Mayor Potter) Motion to accept the Report: Moved by Commissioner Leonard and seconded by Commissioner Saltzman. (Y-5)	ACCEPTED

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CONSENT AGENDA – NO DISCUSSION	
Mayor Tom Potter	
1348 Appoint Mike McCulloch, Jeffrey Stuhr and Guenevere Millius to the Design Commission (Report) (Y-5)	CONFIRMED
Office of Management and Finance – Purchases *1349 Authorize a Participation Addendum with the State of Oregon Department of Administrative Services and U.S. Bank Corporate Payment Systems for continued use of a corporate credit card to purchase travel services (Ordinance) (Y-5)	180505
Office of Management and Finance – Revenue *1350 Amend Intergovernmental Agreement with Multnomah County by \$95,000 and extend the termination date to September 1, 2008 to provide eligibility verification and coordinate plumbing repairs for the Enhanced Fixture Repair Program (Ordinance; amend Contract No. 35479) (Y-5)	180506
Office of Management and Finance – Technology 1351 Extend contract with New Horizon Communications, Inc. to provide wireless and radio engineering consultation services for the construction of a public safety tower for the Water Bureau (Second Reading Agenda 1302; amend Contract No. 33585) (Y-5)	180507
Office of Neighborhood Involvement 1352 Amend a contract with Grove Insight, Ltd. for additional services to conduct a fall 2006 survey of perception of noise impacts in North Portland and provide for payment (Ordinance; amend Contract No. 36518)	PASSED TO SECOND READING OCTOBER 18, 2006 AT 9:30 AM
*1353 Authorize an Intergovernmental Agreement with Multnomah County to purchase three residential beds to be used for high risk, chronic criminal offenders (Ordinance) (Y-5)	180508
Police Bureau *1354 Authorize an Intergovernmental Agreement with the State of Oregon, Department of State Police to provide Portland Police access to the Automated Fingerprint Identification System via the State Police connection (Ordinance) (Y-5)	180509

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<p>*1355 Extend agreement with Tri-County Information Center to raise funds for the Portland Police Bureau Gang Resistance Education And Training Program (Ordinance; amend Contract No. 35448)</p> <p>(Y-5)</p>	<p align="center">180510</p>
<p align="center">Commissioner Sam Adams</p> <p align="center">Office of Transportation</p> <p>1356 Set a hearing date, 9:30 a.m. Wednesday, November 15, 2006, to vacate a portion of SW Lowell Street between SW Bond and Moody Avenues (Report; VAC 10033)</p> <p>(Y-5)</p>	<p align="center">ADOPTED</p>
<p>1357 Authorize an Intergovernmental Agreement with Metro to receive a \$75,000 grant from the Metropolitan Transportation Improvement Program to plan the St Johns Pedestrian and St Johns Truck Strategy projects (Ordinance)</p> <p>(Y-5)</p>	<p align="center">PASSED TO SECOND READING OCTOBER 18, 2006 AT 9:30 AM</p>
<p align="center">Commissioner Randy Leonard</p> <p align="center">Water Bureau</p> <p>1358 Authorize the Bureau of Water Works to purchase property located at 6940 SW 10th Ave. to increase water storage capacity in the Burlingame area for \$549,000 and provide for payment (Second Reading Agenda 1315)</p> <p>(Y-5)</p>	<p align="center">180511</p>
<p>1359 Authorize the Bureau of Water Works to execute an Intergovernmental Agreement with Portland State University to conduct a study of the safety climate of the bureau (Second Reading Agenda 1316)</p> <p>(Y-5)</p>	<p align="center">180512</p>
<p align="center">Commissioner Dan Saltzman</p> <p align="center">Office of Sustainable Development</p> <p>1360 Authorize an Intergovernmental Agreement for \$120,000 from Metro to help fund the BlueWorks program to provide businesses with free recycling, waste prevention and sustainable purchasing assistance throughout Portland (Ordinance)</p> <p>(Y-5)</p>	<p align="center">PASSED TO SECOND READING OCTOBER 18, 2006 AT 9:30 AM</p>
<p>1361 Authorize a \$35,000 Intergovernmental Agreement with Metro for the administration of the Master Recycler Program (Ordinance)</p> <p>(Y-5)</p>	<p align="center">PASSED TO SECOND READING OCTOBER 18, 2006 AT 9:30 AM</p>
<p align="center">Commissioner Erik Sten</p> <p align="center">Bureau of Housing and Community Development</p>	

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<p>*1362 Authorize Intergovernmental Agreement with the Oregon Bureau of Labor and Industry for \$15,000 for the Civil Rights Enforcement Services Program and provide for payment (Ordinance)</p> <p>(Y-5)</p>	<p>180513</p>
<p>Fire and Rescue</p> <p>*1363 Correct Fire Regulation References and Citations for clarity (Ordinance; amend Code Title 31)</p> <p>(Y-5)</p>	<p>180514</p>
<p>City Auditor Gary Blackmer</p> <p>*1364 Assess property for system development charge contracts and private plumbing loan contracts (Ordinance; Z0759, K0086, T0100, P0074, K0087, T0101)</p> <p>(Y-5)</p>	<p>180515</p>
<p>REGULAR AGENDA</p> <p>Mayor Tom Potter</p> <p>1365 Reappoint Richard Brown, William Hawkins, III, Nichole June Maher and Chet Orloff to the Portland Parks Board for terms to expire August 31, 2009 (Report)</p> <p>Motion to accept the Report: Moved by Commissioner Adams and seconded by Commissioner Saltzman.</p> <p>(Y-5)</p>	<p>CONFIRMED</p>
<p>Office of Management and Finance – Human Resources</p> <p>*1366 Authorize a Settlement Agreement with AFSCME, Local 189 to authorize payment to resolve a grievance under Clause 7, 8 and 9 of the District Council of Trade Unions Labor Agreement concerning Nancy Quan (Previous Agenda 1328)</p> <p>(Y-5)</p>	<p>180516</p>
<p>Portland Development Commission</p> <p>1367 Approve the Tenth Amendment to the Central Eastside Urban Renewal Area Plan to establish authority to acquire leasehold interest at 123 Northeast Third Avenue (Ordinance)</p>	<p>PASSED TO SECOND READING OCTOBER 18, 2006 AT 9:30 AM</p>
<p>Commissioner Dan Saltzman</p> <p>*1368 Authorize grant of funds to the Cleveland High School PTA to support track and field improvements at Cleveland High School (Ordinance)</p> <p>(Y-5)</p>	<p>180517</p>

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Office of Cable Communications and Franchise Management *1369 Grant a temporary, revocable permit to LCW Wireless Operations, LLC, to provide mobile telecommunications services and establish terms and conditions (Ordinance) (Y-5)	180518
Motion to suspend the rules to allow the Four-Fifths item to be heard: Moved by Commissioner Leonard and seconded by Commissioner Saltzman. <u>FOUR-FIFTHS AGENDA</u> Commissioner Sam Adams *1369-1 Authorize Intergovernmental Agreements with the State of Oregon and TriMet for installation, maintenance, professional management and purchase of parking pay stations (Ordinance) (Y-5)	180519

At 11:35 a.m., Council recessed.

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A RECESSED MEETING OF THE COUNCIL OF THE CITY OF PORTLAND,
OREGON WAS HELD THIS **11TH DAY OF OCTOBER, 2006** AT 2:00 P.M.

THOSE PRESENT AT 2:00 P.M. WERE: Mayor Potter, Presiding; Commissioners
Adams, Saltzman and Sten, 4.

THOSE PRESENT AT 3:30 P.M. WERE: Mayor Potter, Presiding; Commissioners
Adams, Saltzman and Sten, 4.

OFFICERS IN ATTENDANCE: Karla Moore-Love, Clerk of the Council; Linly Rees,
Deputy City Attorney; and John Holly, Sergeant at Arms.

	Disposition:
1370 TIME CERTAIN: 2:00 PM – Accept the Portland-Multnomah County Public Safety Collaborative report, the River Public Safety Services Report and direct actions for implementation (Resolution introduced by Mayor Potter and Commissioners Adams, Leonard and Saltzman) (Y-4)	36442
1371 TIME CERTAIN: 3:30 PM – Accept the Centennial Mills Framework Plan (Resolution introduced by Mayor Potter) (Y-4)	36443

At 4:14 p.m., Council adjourned.

GARY BLACKMER
Auditor of the City of Portland

By Karla Moore-Love
Clerk of the Council

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

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Closed Caption File of Portland City Council Meeting

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

Key: ***** means unidentified speaker.

[The following text is the byproduct of the closed captioning of this broadcast. The text has not been proofread, and should not be considered a final transcript.] * * *

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Potter: The question we ask is, how are the children? The reason we ask that question, we know when children are well, our community is well. So we have a group of young people with us today. You may have noticed all the skate boards -- skate boards in the first few rows. These young people are part of the mt. Tabor skateboard club, and this morning we have some of their representatives who will be speaking with us. So would ian, tyler, noah, and josh, is that the four that will be talking this morning? Could you folks come forward? They started this club in the fall of 2003. They have some teachers with them this morning as well, right? Good. And are you ben? Good. Thanks for being here, folks. Really appreciate that. Ok. You guys get to choose who starts.

Josh Nicholas: I will. My name is josh, i'm from mt. Tabor middle school. I like to skateboard, it's fun. You meet cool people and make really good friends. You can teach your friends how to do tricks. Skateboarding keeps me in shape. Skateboarding keeps me out of trouble. [laughter] we have really cool skate parks, but some of them are really far away. Thank you very much for the new skate park in st. Johns. But we still need a couple more skate parks in Portland. Thank you, mayor Potter and other city council members, for listening to us. And i'd like to invite you to mt. Tabor middle school this year. That's it.

Potter: Thank you very much.

Tyler Deffebach: Hi, my name is tyler, and thank you for inviting the mt. Tabor skateboard club today. I'm so happy that the new public skate park in st. Johns. I hope this is one of many to come. Portland is famous for being a skateboard friendly city. I know this because I lived in asia for two years and all my friends there knew about Portland for its skateboarding. Therefore, I think it is so cool that Portland has opened a new skate park at st. Johns, because skateboarding has helped me make a lot of friends and has kept me active. Some people think skateboarders are troublemakers, but we're just kids who want to have fun and get off the couch. It's a great activity for kids my age to do, but unfortunately there are not many places to do that. We could skate in our local parking lot or stairs at a school, but we get in trouble for doing that. That is why skate parks like st. Johns are such valuable places for us. Also, some of the skate parks charge \$10 for three hours and if I go there 10 times, that is \$100, and that is a lot of money for a 13-year-old to spend. That's another reason why skate parks are so valuable. So I hope the city of Portland will consider building more skate parks like st. Johns in southeast Portland and other inner city areas. Thank you.

Ian Slimp Holland: Hi, my name is ian, and I would like to thank you for inviting us here. Skateboarding is a very positive activity because you can stay healthy and fit. Skateboarding can keep kids out of trouble and also help them set goals for themselves. And it is always exciting. You get to set a goal for yourself and try to reach it so you are always learning and having fun. Skateboarding can also keep kids from using drugs. Instead of drugs, kids will be skateboarding. People should support skateboarding like they do baseball, soccer, or football, because skateboarding is a good, active sport. Portland needs more public skate parks, so skateboarders

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have a legal, safe place to have fun and will spend more time at the skate park than on the streets, where it is unsafe. I hope that sometime soon all skateboarders will have a great fun place to skate and have a lot -- and have a lot of fun. Thank you for pier park and new st. Johns. Thank you for supporting skateboarding as a positive activity in Portland.

Potter: Thank you.

Noah Hoffman: My name is noah, and i'm a seventh grader at mt. Tabor middle school. And I would like to thank you so much for building a new public skate park in st. Johns. The only problem is we have to get a ride every time, which means we can only take a certain number at a time. Like today. So it would be great if you can build more, hopefully near mt. Tabor. So we can all go at once. The reason there should be more skate parks is because we get exercise skateboarding by the -- by pushing and the effort we have to put into it. Skateboarding can also start good habits, like if we fall down, we get -- I would get back up. Same thing in school. Like if we were to get a bad grade in mid term, I would try to do the same thing in school by getting a better grade and try to boost up my report card grade. It would also teach us to set our goals high. Thanks for your time. If you do decide to make more skate parks, it would be very appreciated if you can build them near mt. Tabor. [laughter]

Potter: Thank you all for being here this morning. We really appreciate you coming in. I know all of the members of the city council really support skateboarding, so -- did you want to say something, commissioner, about the skateboard parks?

Saltzman: We are opening the city's first skate park this saturday at pier park in st. Johns of the we do have one more skate park that is under development right now near madison high school, but we have plans for an additional 17 skate parks throughout the city. I'm not sure where in proximity the closest one is to mt. Tabor, but i'm sure that neighborhood will be getting one. We do have to come up with the funding for the other 17. We have the funding for the two being built right now, but the other 17 we found sites for. But we are committed to making sure all 19 of those parks do become realities. Thank you.

Potter: Thanks. Thank you, all the ones that didn't get to say anything, thanks for being here.

Adams: Thank you very much. [applause] if these young people need to leave, you're more than welcome to. If you'd like to stay, you're more than welcome to do that as well. City council will come to order. Karla, please call the roll. [roll call] [gavel pounded]

Potter: I'd like to remind folks that prior to offering public testimony to the city council, a lobbyist must declare which lobbying entity he or she is authorized to represent. Let's start with the first communications.

Item 1342.

Stephen Edlefsen: Good morning, gentlemen. I'm a little nervous. My name is stephen.

Potter: State your full name for the record, please.

Edlefsen: Stephen edlefsen.

Potter: You have three minutes.

Edlefsen: Thank you. I'm pretty nervous. I'll not certain what i'll be talking about is true, and I feel a little uneasy about having this suspicion, and i'm even a little suspicious some of the people who would be doing it, if it is happening, might be doing it for just that reason. My mind is not settled about what to say about it, what's important, and what we just don't have time for in three minutes. I walk around Portland all over, I have for many years. I'd say about the farthest i've walked from is 122nd to downtown, but I might have walked from like 200 and something once. So i've seen a lot of the towns. I have a pretty good idea of what it looks like and how it's been for years. I've walked from hillsboro -- no, from forest grove most of the way to Portland, and all around through there, but there's really not as much to walk. Anyway, recently i've been seeing a lot of things built over. Little corners, places where the sidewalk meets, or curbs, or trees, or little grassy spots of the things like that. Sort of all over. And they all just seem to have been built over.

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Some of them seem sort of nice, I think. I vaguely remember that. There's been quite a few that have sort of disappeared. And a lot of them don't seem very nice at all. They just seem junky. The materials aren't very good, and the quality of the workmanship isn't good, and i'm not really pleased with the result. I liked what was there, I don't like what is there, and i'm not really sure the people who have done it have done it honestly, have really had the authority to do it. I've seen a lot of that in forest grove. In fact, i'm worried people's property is getting stolen. People who have big empty lots that their property is getting taken and maybe the records are being falsified, or they're just kind of stuck in a rut and they just have to give it up and bite their tongue. I'm even concerned building has been going on outside of the urban growth boundary, but i'm not certain about any of that, except the things that i've observed are missing, and it doesn't seem really very regular, very right. I hope if such things are going on that they'll stop, and that what has been done wrongly can be undone.

Potter: Please call the next item.

Item 1343.

Potter: Please state your name for the record. You have three minutes.

Freedom Child: Thank you. My name is freedom child. I live in st. Johns. Good morning, mayor Potter and commissioners. It has been many months since I last appeared before you regarding an encounter I had with two Portland police officers in august 2003. Over the course of many weeks I told you about how I was attacked by two police officers in an unmarked car as I was arriving home on my bike late one night and about the police report that's were full of lies designed to cover up the officers' misconduct and failure to follow routine police procedures of the what I have yet to tell you about is my experience when I filed a complaint with the independent police review division and what an unclear and biased process this proved to be. Today i've provided each of you with a file that contains a copy of the iprd complaint, copies of the two police report and the decision letters I received from the iad and iprd in which my complaint was dismissed based solely on the lies written in the police reports and without any investigation of my claims at all. I am requesting that you review these documents so you will have some level of familiarity with them when I appear before you in the future to discuss the specifics of the documents. Particularly the i.a.d./iprd decision letters, which are biased and intended to shield the police from any and all accountability. As you read through the iad decision letter, see how many errors in the logic you can pick out. In sharing my personal experience with the iprd police complaint process with you, I hope to illustrate how seriously and dangerously flawed the sham of a police oversight process is, and how it routinely and systematically fails and cheats citizens from having their complaints examined, and -- in a fair and impartial manner. Coincidentally my reappearance before you this morning is timely in that you are about to consider the appointments of three new members to the c.r.c. Before these well-meaning citizens even get seated on the c.r.c., I would like to dispel them of their illusions about how the c.r.c. Works. For they are about to inherit a position on a seriously flawed and completely ineffect wall system of public oversight of police misconduct. The reality is they will rarely ever see or hear the public's numerous complaints of police misconduct, which are routinely suppressed by the i.a.d., iprd. Nor will they have any independent authority to investigate those suppressed complaints. I have personally experienced this highly biased and dishonest process and it is rotten to the core. Since august 2003, I have watched a string of highly intelligent, very capable and well-intentioned c.r.c. Members resign from this committee because it is proved to be such a frustrating, ineffect and hamstrung system that has little to do with the police accountability. The c.r.c. Is a reprehensible sham of a police oversight system that needs far more serious reform, independence, and investigative authority than just continually seating new members will ever accomplish. Thank you.

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Mariah Ureel: First of all, i'd like to say it's really nice to vote and see people you vote for elected. I wish could I say that I had as much luck when I voted in the federal elections. So it's really great. It's also great to be able to have access to people, which is why i'm here looking at the city council and the mayor. I want to give each of you a hand bill. This is going to be a grass-roots movement that i've started that people around the world have started, and I want to participate in. And i'm going to be doing this work whether or not you guys decide to participate, but I would like to actually have some official embracing of this event. It's world kindness week. It's been happening since the mid 1990's to the late 1990's. There's a convention in japan called the small kindness convention. There are cities in the united states including asheville, north carolina, where the mayor has officially declared world kindness week, and there are activities, awards given to various businesses and individuals. I'd like to see it start this year and continue to grow year after year the way that earth day took ahold of our imaginations in the beginning. It was just a bunch of crack pots and hippies, right, like we were just standing around in the rain trying to do something for earth day. Now it's become more of an official recognized day. There's curriculum that teachers follow --

Potter: Ma'am, could you sit down. We have folks sit at the table when they address the council.

Ureel: I'm sorry, i'm just energized -- I should say nervous. I know.

Potter: I know. That's fine.

Ureel: Then I hear my voice too loud in my own ears. Ok. So that's why i'm here. I'm hoping for any one of you to become interested in this project. I think Portland is a great city to be poised to be kind of like a model city for this, because we already are the kind of city that honors something like earth day. How long did "what the bleep do we know" run in Portland? Now scientific studies are showing that even the witnessing of an act of kindness changes a person physiologically. I don't know about you guys or the rest of the people in the room, but when I heard the phrase "a kinder, gentler nation," I was filled with a longing, and unfortunately we've never seen that vision nationwide achieved. But maybe in a city we can work to see that vision achieved if we start small in a grass-roots kind of way and let it build up. Really, if directing energy to a glass of water, or meditators in Washington, d.c. Decreasing the crime rate by 25%, that's documented, that's a scientific study, then we know that one city has a whole lot of power to affect the minds and hearts of people in our country. So that's it. And I -- I think I had given my card to a couple of you, so let me know if you have -- want to be involved.

Potter: Thank you very much.

Adams: Thank you.

Potter: Is that it?

Moore: That's all the communications.

Potter: Ok. Move to the consent agenda. Do any commissioners wish to pull any -- [cell phone ringing]

Potter: Commissioner Leonard's entertainment system is failing him right now. [laughter] do any commissioners wish to pull any consent items from the agenda? Does anybody from the audience wish to pull any items from the agenda? Please call the vote.

Adams: Aye. **Leonard:** Aye. **Saltzman:** Aye. **Sten:** Aye.

Potter: Aye. [gavel pounded] please read the 9:30 time certain.

Item 1345.

Potter: Do you want to come up too, dan? Maybe you could introduce mike.

Dan Bates, Director, Government Relations: Sure. It's my -- dan bates, director of government relations. It's my pleasure to introduce mike mccauley, who's a new executive director for Oregon league of cities. Started in july, comes to us from minnesota, where he was a city manager and former president of the minnesota league of cities. Mike has taken the reigns at the league of cities

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in a point of transition, but has been working very closely with us, and we're glad to have mike here this morning and look forward to working with him in the years to come.

Potter: Good morning, mike.

Mike McCauley: Good morning, mayor. Thank you very much for the kind introduction, dan, and good morning, mayor and commissioners. The league of Oregon cities as you know is a statewide organization of the cities working together to improve the effectiveness so that we can serve the citizens of the various cities and communities in Oregon. The city of Portland is a very vital actor and member of that organization. Commissioner Sten's service on the board of directors, mayor Potter is serving on the finance and taxation committee. The city of Portland recently hosted the cities of Oregon. We had a very enjoyable time and benefitted greatly from the hospitality and assistance from the staff of your great city. We had the opportunity for people to take tours some of some projects such as the big pipe, which was very well received. We certainly look forward to the continued active participation of the city of Portland as we all work together from the east to the west in Oregon to work on behalf of the citizens of the great cities in Oregon. I thank you very much for the kind welcome that I received at the conference and previously as well as the opportunity to meet more of you today. Thank you very much.

Potter: Welcome aboard, mike. I know you're going to love our state. I think we have great people here, and we're looking forward to, as commissioner Sten and I met with you earlier this morning, we are looking forward to Portland working more closely with the league of Oregon cities. We're glad to have you here.

McCauley: Thank you very much.

Sten: It's been a pleasure so far. It's been just a couple months working with mike, I think the league of cities is off to a great start under his leadership, and through my colleagues, we've been as recently as this morning trying to put together more thoughts on how to be much more I think strategic and clear and particularly working with the legislature in january to show that it isn't any longer the case that we've got huge issues with our colleagues on the city councils throughout the state, we all have very similar agendas and mike is going to try to help us get there with dan's help.

Potter: Thank you very much, mike.

*******:** Thank you.

Potter: Thanks, dan. Please read the 9:35 time certain.

Item 1346.

Potter: Good morning, mr. Auditor.

Auditor Gary Blackmer: Good morning. Gary blackmer, Portland city auditor. Every year we bring before you a group of citizens that my office nominates for positions on the citizen review committee. It provides a series of oversight roles regarding police monitoring. Let me take a minute to say I had the opportunity to go to a conference with police monitoring agencies from 27 different countries just last week, and I was very impressed with what they were doing, and I got to meet a couple of my heroes. They're all involved with police monitoring and one of the things they advised us, they said as an american we don't want to hear that you have such a great system, so just kind of keep a lid on it. So I didn't. But there were many times when I was tempted to talk about what we were doing that was better or more innovative, or more oriented towards citizens than what these other countries were doing. And I think we have a great system here. But one of the keys are the citizens, and the citizens, the nine-member committee has a variety of roles. It serves as an appeals body and provides objective, independent reviews of appeals by citizens regarding misconduct complaints. They also serve on the police bureau's use of force and performance review boards that members are selectively drawn in, depending on the -- when situations arise regarding serious use of force. They are very key in gathering community concerns about police policies and procedures and every one of our meetings, either one is in city hall and the next one is out in the

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community, so half of our meetings are out in the community, and we really promote having the citizens and the general public there. They also conduct reviews of our decisions. They look at a random sample of complaints to see about our decisions regarding declining complaints, how we encourage mediation and make recommendations for us on how we can improve. And we implement those recommendations. They also work on policy issues for the police bureau. They're look at the tow policy right now, trying to figure out ways that we can change policies to reduce complaints. So they're a key partner in everything that we do, and a key part of our success. So we go through a thorough process to try and get the very best citizens possible, and we had a review panel that was made up of three former or nonreapplying c.r.c. members, two members of the community and one member of my office that sat on the panel that selected the applicants for these positions. And i'm pleased that we have five very highly qualified nominees for you to consider. Josephine cooper is a graduate student and con-- in conflict resolution in the program at Portland state university and a volunteer mediator for the victim offender mediation program for juvenile offenders in clackamas county. Rob works for the Oregon judicial department as a case manager in the d.u.i.i. Intensive supervision program. He holds a law degree from syracuse university and is a certified third-party mediator. And surelle owens is a social worker with the Multnomah county development disabilities program. She also works as a mental health therapist and has been a corrections counselor. Their resumes are much longer, but those are the three new members. And we have two members who also competed and were reappointed. Michael bingham a retired port of Portland police lieutenant, he went on to get a masters in fine arts to add to his masters in criminal justice, and his bachelors in psychology, and he now does volunteer work for low-income housing residents, the homeless community, special needs individuals, and for drug treatment programs. And we also have lewellyn robison, a retired port director, and volunteers with the library and her homeowners association. So i'd like to bring those five up in case you'd like to speak with them and give them any words of advice. So would you all come up now, please? I should say we have a couple of our other c.r.c. Members here in case you'd like to speak with them.

Potter: First of all, thank you for being here. Thank you for volunteering to take on this important task. Perhaps each of you could just sort of briefly, i'm emphasizing briefly, describe why it is that you're willing to serve on this committee.

Robert Milesnick: Thank you. My name is robert melesnik. I work for the Oregon judicial department, and most of my work has been in criminal law, but also in mediation, and I think those two things really do come together in this committee and sort of contrary to what somebody said earlier today, I think this committee in fact is pretty progressive, it is very vital to the city, and I think it's the kind of innovation that Portland is recognized for. I'm very pleased to be part of it.

Sherrelle Owens: My name is sherrelle owens. This committee is a bit newer to me. I wasn't aware of it until I searched the city's website and once I saw what the committee was about, I was really interested because I really believe that in order to have a voice, you have to make yourself be a part. And so that's why i'm interested in being a part of this committee.

Lewellyn Robison: My name is lewellyn robison, i'm one of the returning members. After I retired from the customs service, I looked around for some volunteer opportunities, and what I heard about the c.r.c. Indicated that it was a good match for my skills from my previous career and what was going on. After three years serving on the committee, i'm more committed to finding a way for the public to have confidence in our police officers.

Josie Cooper: My name is josie cooper, a student at Portland state university and -- in the conflict resolution program. I've been interested in this committee since its formation, but this has been the first opportunity i've had. And I believe strongly that this can be a force for change where that's necessary, or for understanding what is also possible. And that's why I want to be a part of it.

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Mike Bigham: Mike bigham, retired police officer. And I feel citizen oversight of police is important. [inaudible] I would also like to thank auditor blackmer and the i.p.r. staff for the good job they do.

Potter: Other questions from commissioners? Thank you, folks, for -- very much for being willing to serve.

Adams: Thank you very much.

*****: Thank you.

Potter: Do we have a sign-up sheet?

Moore: We do. We have four people signed up. Come up three at a time.

Potter: Thanks for being here, folks. Please state your name when you speak. You each have three minutes.

Stephen Edlefsen: My name is stephen edlefsen. I don't have a lot to say. The thing being discussed has affected me. I've met the police and they've done wrong to me, and i've been at a loss. I've been faced with a large body of people who all know each other and take each other for granted, and say that I am wrong, say what has been done to me is right. I've had dealings with the organization being discussed and I guess I feel mostly it's been good though I am sort of suspicious. I wonder whether or not the people who work in the office are sen sear, whether or not they're working to do a good job. Whether or not they know what they're doing, whether they're just there making it run and i've met mostly when I go in and tell of the things that are going wrong. The results are negative. The -- I meet -- they deny they did it or they deny it was wrong, and i'm thinking now it's not just that, it's they're not understanding. They say they were right, nothing wrong's been done, i'm in the wrong. And the way they say it, I can see it. I've read their replies, it's pretty negative, like you're a jerk, you're an idiot, you're stupid, they don't say those words, but that comes through in the words. Almost like, well, i'm just sort of making it up. What really happened really happened, but my telling of it isn't even close to true. And i've really been frustrated by that, and I guess I say this a lot. I worry it's going to be sort of a place to put people to make them disappear. The people go here and I think it's done, and everyone else hears about the organization and thinks, oh, well, that organization will make everything better. And so they presume everything will get better and no one else does anything. I have met a lot of brightness and good, and I see it has a lot of potential. I remember brightly some of the people I met there as being pretty -- being pretty helpful. I understand their people, and they come from their own history from their own life and experiences, and they've had to make themselves on their own. Even if they've had schooling and other things to teach them.

Dan Handelman: Good morning. Dan handelman with Portland cop watch, p.o.b -- I have reviewed the applications for the new members of the citizen review committee, as i'm sure you all have. Of the three new applicants, one describes both positive and negative experiences with police, and acknowledges that misconduct may exist. The other two only seem to be talking about the difficulties of police work and their mediation experience. And that's a little bit of a concern to our organization. Those same two people were respectively applicants for the f.b.i. Citizens academy and the Portland police bureau, and no offense to the people who are sitting on the board now or anybody who's in law enforcement, but from a purely objective viewpoint, we already have an export officer, an excustoms officer, and exfirefighter, three public safety people, and this will make five people who at least had an interest in being a public safety member, or a majority of the nine. And from an objective standpoint, when people are filing complaints about police, that might make them a little bit nervous about the makeup of the committee. I'm also unsure if anybody other than commissioners Leonard and Saltzman have nominees on the committee and we're concerned about the city council losing touch with the committee. One of the important things is there be communication back and forth. We understand it is an independent -- designed to be somewhat independent, but the idea for it to be independent of the police bureau and not necessarily

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independent of council. This is how the p.d.c. has become under a lot of close scrutiny from members of the council lately, and we were hoping that such scrutiny would also come for the citizen review committee. And we -- again, the ordinance is designed so a majority can be political appointees, so we'd still like to see that raised so there were 11 or 13 members, but we think it's very important for there to be communication between council members and members of the c.r.c. We also want to point out in terms of the public access to what's going on at the i.p.r. there still hasn't been an annual report from 2005 published. The park report have not been being presented before city council. There has been very little public input about this whole process in the last five years since the i.p.r. was created. We also with this process of naming the new members, we don't know who the -- necessarily who the members of the nominating committee are. The auditor named them generally, three members of the community, two members of the review board. The names of these nominees were not on the council agenda under -- unlike two other boards who you're approving members for. We need to look at the overall structure, why so people have resigned, including gwen baldwin, and we know there's a \$60,000 set-aside for an audit of the whole structure and we're hoping you will take seriously looking at the citizen review committee and making it a better review board for our city.

Teresa Teater: Teresa teater. I've attended quite a few of the citizen review meetings, and there seems to be a little bit of confusion when there aren't board members available to do the appeals processes and stuff that come through, what they're actually should be doing, and they have workshops and trainings etc. From me sitting, there there seemed to be a lot of power point presentations from citizens in the community, some of them coming up, the police profiling meeting that's were held this summer and everything. My concern is that also that citizens that demanded this type of citizen review board committee be created are not attending these, or maybe they don't feel the system is working. I've personally delivered appointment times over to the Portland observer, Portland alliance newspaper, etc., and it just doesn't seem to be sparking any interest that I just am getting the feedback that they feel the system still isn't working. And in light of the Portland tribune writing the intense article this morning finishing up on the review of the nursing board, etc., when you have an agency that needs to be properly oversighted, you need to give them regulatory powers to also work within their system and things like that. And i'm not seeing that very well yet within this, and this is the third term now, third election of members, and I haven't seen very many cases come through, and although they do have the listings and stuff. But I just haven't heard from anybody that's told me they've been through the process, that it was satisfactory, and I also asked this morning of hank about the situation with the grand jury next door, and he said they would be doing their own reviews of what would be coming out of that as well. But I don't think that this situation -- what they decide on their own through this citizens review board on whatever the grand jury decides isn't going to affect one way or the other. I'm not sure. There's more things i'd like to see the citizens review board committee give you feedback on creating policies, on what more they can do as a citizens review board committee, such as like with the grand jury, or give policy back to you to create ordinances for the police department such as more mental health awareness training. There's a house built, 3638 that I -- house bill 3638 that I testified on august 19, 2003, that all police departments are supposed to have full mental health awareness training of their police officers, and in clackamas county there was a total of 11 officers from five precincts came together this summer under the nonrmi organization umbrella and got a one-day training, and that was it. So things like that, these folks need to know about these things don't exist and give policy back to you are terror create the proper training, etc. Thank you.

Moore: That's all who signed up.

Potter: Is there anybody here who didn't sign up who wishes to testify? This is a resolution. We'll call the vote.

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Adams: Thanks to all of you that have signed up again, and the new members of this process. I really appreciate your work. It's important. Very important work. Aye.

Leonard: As dan handelmann pointed out, I did appoint a retired firefighter but I would kind of like to use him as an example for the kind of service I hope you try to emulate. I appointed loren erickson because I knew him from my days at the fire bureau. He was assigned to my crew. I supervised him. So I knew from personal experience he had a very healthy suspicion of authority. And -- [laughter] I was looking for precisely that kind of person not a shill for public safety by any means. And I would hope that loren's service has requited me in that effort in the last three years or so that he's been on the board. I think this is a challenging time. In the community for the police and the community. I think it's important for members of this board to act independently, and that includes if you're not happy with what the staff is telling you to challenge that. If you're not satisfied with explanations you've gotten from the police bureau, to challenge that, and I do not in any way expect you to go along with the flow because you raising your voice you may find yourself alone. I think we have a need for you to be vigilant this independent review panel. And we need to have -- and I know the mayor would profit from your independent analysis of what you observed even if it doesn't fall within the criteria of the law for requiring sustaining any complaints. We all will value that. And so I would urge each of the new members, but particularly those that have been there, that if you think that you need to push harder than you have, you'll be welcomed by the council in that effort. Aye.

Saltzman: I also want to thank the new members for agreeing to serve and actually deciding this was a committee you wanted to serve on. I think the skill sets here in reading your backgrounds are very -- sound very intriguing and I think exceedingly complimentary to the work ahead of you. Very impressed with all of the diverse backgrounds that are represented by the new members, and I also want to thank the returning members for signing up for another tour of duty. As commissioner Leonard said, this is a very -- we are in trying times, and I know the c.r.c. And i.p.r. are going to continue to be busy and one of the things I do want to explore was -- with my colleagues here when it comes to budget process is the \$60,000 that has been set aside for the audit of the c.r.c./i.p.r. process. I think it is time that we trigger that and fund that for this fiscal year. Aye.

Sten: I agree. I think we've made a lot of progress on this topic, but we still have a ways to go, and I take to heart dan's point that we need to make sure the council stays entwined with you, because you're not going to be able to pull this off. I'd like to thank everybody who would like to serve, and it's time to have those conversation was the new members. I look forward to working with you. Aye.

Potter: I want to thank the members. As the commissioner of police, I agree that the police need oversight, and we do get oversight. This particular body performs a very special function in terms of its independence and its ability to review the cases and make some determinations. I think that's important in our society, in a democratic society I believe the police are responsible to the community, not just to the elected fill, but to the community as well. I appreciate the auditor's efforts in trying to create a system that addresses these issues fairly and objectively, and independently. So I applaud the new folks and know that you signed on for a difficult task, a task so important in our society. So thank you, and I vote aye. [gavel pounded] please read the 10:00 a.m. time certain.

Item 1347.

Potter: This is our second annual state of the river report to council for fiscal year 2005-06. This is our tool and report to the community to measure and track our progress on the river renaissance initiative. I want to thank former mayor vera katz for initiating this effort and her vision for that. This report also has her action plan for next year's work on the initiative, which involves eight city bureaus and a host of community partners. I'm pleased with the progress we've made. Both on the river-related projects in this report as well as the methodology we're using to measure and track

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these key indicators about our five renaissance -- river renaissance themes -- a clean and healthy river, a prosperous working harbor, the river as Portland's front yard, vibrant waterfront districts and neighborhoods, and partnerships, leadership, and education. So thank you all for being here, and gail, are you going to lead this off, gil?

Gil Kelley, Director, Bureau of Planning: Morning, mayor and council. Gil kelley, director of planning for the city. I'm here really in my role today as the convener of the planning and development director from a number of city agencies that have agreed to oversee this effort on behalf of the city. So i'm joined by two of my colleagues here, dean marriott, director of environmental services, and bruce warner, executive director of the Portland development commission, both of whom are key partner agencies in this effort. And michael montgomery on my right, who is the manager of the coordinating effort across all of the various city agencies and our external partners. So michael's got a heck of a role he's taken on. We're very happy to be presenting our second annual state of the river report to you today. It's our annual report card where we come forward and talk to you about what we have accomplished. What the measures of progress are showing us about trend lines with regard to the river's health in many aspects, both economic and environmental. And where we talk about our action plan coming forward for the next year. At the request of many of the participating agencies we've advanced the schedule, so we were here in february of 2006, we're back already, and -- in october. What -- the reason for that is that it's more workable for many of the agencies to track the data on performance on a fiscal year basis, since that's how we're sort of set up. So we have a july two july reporting time frame now, and michael will explain this in more detail, but it allows us the advent of this is to come forward to you at a time prior to your budget year discussions for the next year, so to the extent that there are issues that come out in our bureau-to-bureau discussions or in front of city council that you would like us to pay particular attention to in the next budget sigh kell this, is much better timing for that. So in this very particular first year of the new cycle, you're getting about a half year's worth much new data, but in the future you'll be getting a full year's worth. In general michael will describe the details in a moment, but I think activity is up and positive and most -- in most areas that the mayor mentioned in those five areas. Certainly the economic activity in the harbor is growing. We have a number of projects under way that will gain access to the river for citizens of Portland. And we are seeing elements of the water quality tick up, particularly where we've disconnected the c.s.o. System, and dean will refer to some of those. I would just before kick this over to michael to sort of summarize our report card this year, I would just make two requests of you as commissioners in charge of a number of the city bureaus engaged here. Those are the following. One, to really imbrace the river renaissance. This initiative is getting to get visibility and traction and understanding of importance on the part of the public, and business and other agencies. It's very important that your agencies reflect that, use this label as it were for activities that relate to reengaging and revitalizing the river and the tributaries. This is not a label owned by anyone bureau, it's shared among us, and the power of having a common label and a common message is that all the stakeholders see the city acting increasingly in concert under -- with common objectives under a common coordinated agenda. The second thing is that as michael will explain, we are not only measuring performance of agencies, but we're actually trying to measure outcomes. And we do that by looking at indicators of the river's health in a number of regards. As I mentioned. We try to trace these back to very commonly held as inspiration of the public in Portland. For example, people want to know -- i'd like to swim in the river. I'd like to be able to do that and know it would be safe and healthy for me. Well, one of the key ways of measuring that health over time or that risk over time is to count cully bacteria, for example. Cully -- e colie bacteria. We expect a big jump in that when the c.s.o. Work is completed in 2011. But for other areas, i'd like to see healthy fish populations return to the river. We'd like your assistance in helping us with those measures. We've got fine tuning to do on a number of the progress measures here to know they're really

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meaningful over time. The same thing has to do with access to the river. So we really can report consistently over a period of years to the public that yes in fact the public use of trails and waterside amenities is increasing over time. And why it's increasing and what features they prefer to use. So there's more work to do, we're in our infancy, but it's proving itself as a management tool because the three of us are able to look at this information as a whole, and maybe if we changed a little bit and leveraged one another's efforts, we could make it even better. So we're really increasingly using this as a management pool. So I just wanted to toss that out for you, because I know you've been very supportive in your own ways for the initiative. I think there's more work for all of us to do to continue to bring it together and factor it up. So with that i'm going to kick it over to michael montgomery.

Michael Montgomery: Thank you very much, gil. Mayor Potter, members of city council. Thank you so much for spending time with us this morning and this evening. The second annual state of the river report. I'd like to join with gil in thank all those who are directors of the various bureaus, indeed the bureaus over which you are commissioners. They have done extraordinary job at the leadership level and among the staff who make up the river renaissance management team, the individual with whom I interact most often and who are actually doing the work of river renaissance in their respective bureaus, I tip my hat and thank them for their work over the past year. First of all, i'd like to share some good news with you. I decided to make this photograph of there rather than gil. The 24th annual urban waterfront conference was recently held here in Portland, where professionals from all over the world came together from waterfront cities to discuss how they are doing things in river oriented and waterfront activities and to see what we're doing here in Portland. During the conference the river recent advance initiative received an honor award for excellence on the waterfront for planning. In particular, we were selected because the city of Portland has taken a comprehensive approach to waterfront planning. The waterfront center respects the initiatives of the holistic approach to river development and considers our inner related river issues over the long term. In fact, just this morning I received a call from Washington, d.c. In that there are river oriented programs across the country that are formulating and many want to know about the model in Portland as they refer to it, the model in Portland of multibureaus coming together and listen to how they might be able to duplicate that in cities elsewhere. I'd like to thank mayor Potter and commissioner Adams for their attendance at the waterfront center, mayor Potter set the tone by speaking about river renaissance on the morning that the program opened and we'd like to thank you and later on commissioner Adams joined and greeted representatives from all over the world and participated in what's known as the water flow ceremony, bringing water from rivers all over the world and pouring it into a cauldron as a sense of the unity of the work that we have here. We'd like to also commend the public involvement associated with that activity. Now, let's move forward to how we're looking as our second annual state of the river report is presented to you. We're proud to share with you this report and indicate that it is indeed a representative of citywide river efforts and present this on behalf of the eight bureaus that are coordinated together to make up river renaissance. The report is presented in three parts. Accomplishments, progress measures, and an action agenda. River renaissance has already begun to realize significant accomplishments, a few of which i'll share with you in a moment. Through river renaissance, we are measuring progress and assessing the impact of our collective actions to approve the health, vibrancy, economy, and prosperity of our river systems. Annual assessments of our progress, help us to measure the effectiveness of our current work and enhance our future work as well. Our future work indeed our future investments. The third and essential component of our annual state of the river report is creation of the action agenda for the city's river works. As you will see in the report, it is clear that the city of Portland is busy working to reduce river pollution, strategizing for our harbor, and promoting sustainable waterfront development. The river renaissance vision and strategy have set the stage for the city's comprehensive river planning. The river concept was adopted this past april

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to help guide the river plan process. River renaissance. Which will be updating the greenway principle and incorporate the river renaissance goals along the city's entire 17 miles of riverfront. The city's first watershed management plan will lead a long-term path to river health restoration. This comprehensive plan will benefit the river's health tremendously. Our new freight master plan will help provide vital harbor access for our busy port. Adapting to the changing needs of freight is essential to maintaining a prosperous harbor. These plans really lay the ground work for further implementation of river renaissance vision. This year river renaissance was excited to explore the possibility of creating a ferry system on our river. We commissioned a feasibility study to be drafted by Nelson Nygard Consulting firm in order to assist the practical aspects of creating a ferry system in Portland. In short, it was determined that a circular in the center city area seasonal ferry boat system could work in the city of Portland. It was determined, for instance, that a robust, all-around both rivers from Vancouver to Portland, to Oregon City, as a commuter would not work at this time to give you an example. The quick cost estimates are that a full-scale ferry system of six ferry station and docks would require a 3.8 million dollar capital improvement investment, some of which is already underway. Developing a seven-vessel ferry system would cost between \$1.25 million and \$1.75 million. The estimated operating cost would probably need to be subsidized at the relative rate of a 34 cents per passenger trip. The feasibility study cited several creative strategies for funding, and we are going in to more depth about how those economics could come to bear if a ferry system ever did come to the city of Portland. In the interest of the city, developing a central city ferry system would help leverage revitalization of key waterfront areas with new shops and restaurants. Lastly, having a ferry system would give Portlanders and visitors an opportunity to assess the river and experience the city from a new perspective. We look forward to providing even further information as we drill down into the economics of this aspect of work along the river. We are reminded by the urban waterfront's conference visitors in town a few weeks ago of what a significant Tommy Franks formation south waterfront represents for the city of Portland. Both because the scale and pace of which it is developed and also the creation of a new destination to live and work in Portland. The redevelopment of this former -- formerly dormant site into a district that boosts and boasts, excuse me, it boosts development and it boasts the greatest concentration of ecofriendly LEED-certified building in the city epitomizes several of river renaissance's visions. I just want to go off script to say that I visited Chicago this past year, and the mayor of Chicago and his council are extremely green oriented, and they are very envious of what we're doing here in Portland. Their people, my counterparts, wanted to hear more about how we're doing things, so that they can add those to their tool kit. The last of the major accomplishment that's we will present today in the good news story is the work on the west side tunnel. Construction of the city's big pipe came in on time and on budget. As a result, combined sewer overflows to the Columbia Slough and Willamette River have been significantly reduced. When the entire construction is completed in 2011, lowering overflows by 94%, our rivers and the people who love our rivers will thank us for the city's dedication to reducing pollution. While there's still much to be done to restore our river's health, we're glad to report the level of E. coli bacteria in the Willamette River has gone from fair to good in the past five years. In a moment, Dean Marriott, director of our Bureau of Environmental Services, will share more with you about the city's work to clean up the Willamette. The city of Portland continues to be a leader in supporting green building practices and developing innovative storm management systems to reduce river pollution. As you can see by this steelhead caught last July along the Columbia Slough, native fish populations are rebounding. But to echo what Gil said in the opening remarks, we still need to continue our work and to continue to develop measurements to look at improvements for increased fish populations and other ways to reduce the pollution in our waters so that they continue to be prosperous. Our progress indicator that indicates all Portlanders in terms of their working harbor are thankful to the work that's going on along our harbor. In 2005, we added over 4500 jobs in target industries and are coming out of our recession rather nicely.

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Cargo handling in the harbor rose 21.1% internationally and 11.7% domestically. We are also glad to report there is a new barge manufacturer on our harbor, bringing our total to three. There are also two large ship container lines that have chosen to add Portland to their itinerary. We're really excited about that. And last but not least, in 2005 there were 218 million dollars spent on harbor rebuilding improvements. We're happy to have us joined at the table, and you'll hear from him in a few moments from Bruce Warner, the executive director of P.D.C., who will speak a bit further about the work along economic development and redevelopment in the harbor area. Making the Willamette inviting front yard for Portland is an important goal of River Renaissance. A new boat launch for canoes and kayaks at Kelley Point Park has helped to continue to improve river recreation access from city's parks. 600 feet of temporary trail has been created along the Willamette adjacent to our new South Waterfront Neighborhood Park. The city of Portland is dedicated to creating vibrant waterfront districts. There are several new private and public developments cited in our report. To name a few, the historic Ankeny Burnside district is poised for redevelopment. The former port of Portland Terminal One site is being redeveloped with new waterfront town homes and a new public greenway trail. In the Riverplace, a former brownfield is being redeveloped into a new \$100 million mixed use project called The Strand, which means in Danish, beach. I was informed by Darcy, our River Renaissance assistant, who speaks Danish, that that's what it means. So thanks a lot. River Renaissance is continuing to build new partnerships, and we have broadened our base to include 119 community and agency partners. Visits to River Renaissance's website have increased by 230% since 2004. Now averaging more than 500 hits a month. We are happy in terms of partnerships that I'm adding this in terms of partnerships in this section in particular. Partnerships that include and thanks to you, Mayor Potter and others on city council who have worked with the owners of the Ross Island Sand and Gravel Company with respect to the acquisition of potentially impending acquisition of Ross Island into our system. Thank you very much. There will be continual work and conversations along those lines of course, but that is good news. A new elementary school assembly program provides environmental education in the form of storytelling, environmental services clean river education programs now serve close to 20,000 students in the Portland area school system. The river plan planning process includes monthly river plan committee meetings, and periodic stakeholder task force meetings to wrestle with issues associated with our river plan. The action agenda showcases the city of Portland's point of defiance of -- portfolio of river-related work and the collaboration we have with community partners. These coordinated efforts contribute to the broad river revitalization efforts and enhance progress in our five interrelated themes that make up River Renaissance. Ecoroofs, and green roofs are an innovative approach to reducing river pollution associated with storm water run-off. The city is supported several major pilot programs in the past few years, and there is even an ecoroof being built on the Portland building next door right this moment. Now that offices of sustainable development efforts are continuing to be enhanced even further, there are again cities from across the country who are looking at -- whose leadership is looking at Portland as an example of what to do and how to do it. This fall three pedestrian and bike bridges will connect communities along the southeast bank of the river. Trail improvements will also be seen to connect residents from as far away as the downtown esplanade to Gresham. This will be a significant leap forward in connecting all of Portland's residents to the waterfront. The path will continue to serve both the destination place opportunities for recreation as well as important alternative routes to commuting into the city for residents of east and southeast Portland. To help kick off -- kick-start the implementation of Portland's watershed management plan, council invested a half million dollars to create a watershed investment fund. We are very happy with that. Four projects have been selected which create tangible and measurable benefits to watershed health. They will also leverage noncity resources to gain additional funds. Lastly, all the fund programs will create community awareness about the citywide watershed work. The public process to create the Centennial Mills framework plan began in spring

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2006, and included a citizens advisory group made up of local residents, designers, developers, and representatives from local businesses and neighborhood associations. P.d.c. Was very, very instrumental in working on that project along with the bureau of planning, and that was a nice collaboration between bureaus and we're hoping that the results are going to be great for centennial mills. The framework plan does not prescribe a specific design or redevelopment solution for the site. Instead, the plan emphasizes the significant opportunity for innovation and creativity that the river site centennial mills offers. A request for qualification r.f.q. Will be let soon to solicit ideas for programming strategies and designs around centennial mills and the development team is looking to select that opportunity by spring 2007. I hope you will take time to learn more about many other action items and action agendas in our report. Lastly, before I conclude this presentation of the 2005-2006 state of the river report, I want to remind council that we are creating tomorrow's history today, and we are doing it for the benefit of all of our citizens, all of our visitors, and especially for our children and grandchildren to enjoy our river in the future. The american planning association and the american rivers conducted a case study of our innovative river recent advance practice and indicated that river renaissance is arguably the most ambitious river revitalization effort in recent u.s. History. Council, with your continued leadership, we hope to reach our ambitious goals and realize the river renaissance vision for the people of Portland. Thank you very much. And i'd like to ask if dean marriott, followed by bruce warner, could share something with you this morning.

Dean Marriott, Director, Bureau of Environmental Services: Thank you. Mayor Potter, members of council, i'm dean marriott, environmental services director. Michael did an excellent job and frankly this report is a super report, and my compliments to everybody who worked on it. I think it does a wonderful job of summarizing what we've been up to. I just want to comment briefly, some of you may have noticed an Oregonian article last saturday about the willamette. It was describing the state department of environmental quality recently issued a report on the health of the willamette. Frank it will article was sort of a downer. It was way more depressing I thought than my view of the situation. I try to think back, it wasn't too long ago when fish would die regularly in the willamette river, when cities all along the willamette would turn their back on the willamette. And wanted nothing to do with the river. Because of its condition. That's totally changed. We have a reason to feel optimistic and proud about what we've accomplished here. Michael has pointed out the fact that people all over the world are now looking to Portland to find out how we're doing and to get our advice. So yes, there is more work to be done, I don't want to hide that fact. But I think we're on the job of doing it, and we should feel good about that. A lot of progress has been made just in the last six months as gil mentioned, since we were here before. For instance, environmental services has work order streamside restoration, we've done work on two miles of stream bank restoration. If the council adopted Portland's first watershed plan which sets the policy direction for urban watershed restoration, we've done green street projects, managing storm water right in the highway right of way, and as commissioner Adams knows, the american society of landscape architects gave an award to one of Portland's green street projects. I think the first time a street ever got a landscaping award, but something we can feel proud of. Michael mention and shows pictures of ecoroof and mentioned the Portland building has an ecoroof. We added eight ecoroofs in the last year in Portland. And commissioner Adams is going to convenient a forum on december first to meet with the developers and designers to find out how we can get more of those done. Because we think that's an important part of our tool kit. Michael mentioned the progress we've made in the combined sewer overflow abatement. I want to thank all of the council for your continued support for that. That is a big step forward. We're now almost two-thirds of the way to the final goal for c.s.o. Abatement and the eastside funnel is under construction right now. Michael mentioned the watershed investment fund. Again, with your support and financial support recently we've been able to ear mark money for four additional watershed

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improvement projects, and those will be done during the next year. We've also turned -- turned our attention to brownfields. We're focussing on the little ones, the little corner former gas stations or vacant lot somewhere in the neighborhood that's kind after drag on the economic revitalization of that neighborhood. And with your continued support and financial investment, we have a brownfields initiative going to focus on those small neighborhood brighted properties and see if we can't clean them up and turn them into assets instead of liabilities. And just to close my remarks, just to show you how action oriented we all are, tomorrow commissioner Adams and I will be at a dedication for cutting a ribbon for the new segment of the greenway trail on swan island connecting the pedestrian pathways on swan island to the river for the first time.

Leonard: When are you going to reopen the bike trail from what is it, 45th to the racquetball club that's closed for the sewer work?

Marriott: That's a great question. We had hoped to have it open now, but it's going to be probably the first of november. We've been --

Leonard: I can hold you to that?

Marriott: You sure can.

Leonard: It's my path home.

Marriott: I appreciate that. We've been very disruptive on the spring water corridor trail. We've been replacing suer line that was exposed by the erosion in johnson creek and was risking a catastrophic suer failure there, so we had to close the spring water trail while we redid that. The old days we would have done it a different way, now what we did was we went in there and actually rebuilt johnson creek to restore meanders to the stream and do it in a way that mimics nature as opposed to trying to engineer the creeks.

Leonard: That's a beautiful section in there.

Marriott: It sure is. [cell phone ringing]

Kelley: Sounds like commissioner Leonard will be there november 1.

Marriott: We can save money on inspectors.

Bruce Warner, Executive Director, Portland Development Commission: Good morning, mr. Mayor, councillors. Bruce warner, the executive director of the Portland development commission.

It's a pleasure to be here today as a member of the river recent advance directors. I think one of the most important things when you look through this report is there's a lot of work going on. Michael just touched on a bit of it, but I think one of the most important thing --it's allowing all of us the city bureaus, and all of the commissions, to really better coordinate and collaborate to address the issue and make the willamette river as vibrant as possible and make it an environmental and economic urban asset here for the city of Portland. I think because of your predecessor's efforts and this effort, Portland's waterfront is being rediscovered as a place to live and it's really a community gathering place that we're finding out all around the main portions of the river. I think it's as a result of this effort people are also really recognizing the importance of especially the northern reach of the river as an economic asset for the city in terms of its position in the global economy. Michael talked about the new waterfront to south waterfront neighborhood and the access that will soon be provided to the river with the improvements in the greenway and the neighborhood park. I think the -- it's very exciting to see the work in the neighborhoods up in the river district where through the centennial mills effort that we'll be soon embarking on hopefully we'll have the best minds in the nation look at options to redevelop that site, to again provide access to the river which is one of the major goals of that effort. And I think as a result of the ankeny burnside work, the university of Oregon coming to the area, mercy corps deciding to site in that area and the need to help find a permanent home for the saturday market, we're going to be looking at additional improvement to the tom mccall waterfront park that will provide a better home for saturday market and an opportunity to reconnect with the river in that area. So that's on the community and livability side. And I think the other thing that I think is important that gets lost sometimes is again

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that importance of the north portion of the river as an economic engine and asset for the city. I wanted to again follow up on some of the things that Michael said. You probably read in the paper about a recent announcement by U.S. Barge. They're going to be investing \$8 million on Swan Island and they expect to bring 100 highly skilled family wage jobs to the metro area to support construction of ocean going barges. And again, through our programs and again the efforts of the river renaissance, this was a great decision on their part. Oregon Steel is building a \$35 million pipe facility, I believe it's in the river gate area, and a smaller company like Service Steel are looking at doing major investments in the river gate and industrial areas. So there's a lot of things going on, I think this effort and what you see demonstrates if we work together and we collaborate, we can get things done. I can't say it's without challenge, I think the superfund designation and the work that we're trying to do to assemble parcels and reutilize some of the underutilized land along the Willamette are critical. I think this report we now have a framework for all of the city bureau and commissions to work together to help that guide that effort. So I'm pleased to be here. I think it's a great report and you ought to look at all of the efforts that are going on because the collaboration is there like I don't think I've ever seen before. And that is again one of the major benefits of the river renaissance program as presented to you this morning. Thank you.

Potter: I have a question. Maybe Dean, you can answer this. It has to do with one of the measures being the reduction of e-coli in the river. Over the last five years as it went from fair to good, I'm wondering what are some of the strategies or initiatives that the city undertook to reduce e-coli?

Marriott: Mayor, that's a great question. We've been measuring e-coli regularly because we think it is a very good indicator of river health, at least regarding bacteria. The city has spent a lot of money on addressing combined sewer overflows or wet weather overflows, and those volumes have come down dramatically. The city has also spent a lot of money through environmental services on dealing with dry weather conditions. Malfunctions of the collection system, us working through the bureau of maintenance to do better job of maintaining our collection system, thereby assuring there are fewer summertime or dry weather sewer releases to the river. So those two things combined with this time -- it's time to give credit to our folks upstream, the utilities in cities and communities upstream of us have been doing a better job as well. So the quality of the Willamette as it arrives at our doorstep is improved, and I can say proudly that we are also doing our part to continue with the clean-up. So those things combined I think are responsible.

Potter: Thank you. Questions from the commissioners? Thank you, folks. Excellent report. Great job. I need a motion to accept.

Moore: We have public testimony.

Potter: Excuse me.

Moore: We have three people signed up.

Potter: Thanks for being here, folks. Please state your name for the record. You each have three minutes.

Howard Werth, Gunderson: I guess I've been nominated to start first. Howard Werth, senior vice-president of Gunderson, in the north region of the Portland harbor, and I just want to comment on some things that from our perspective from a user of the river and from an industrial perspective of the river renaissance plan and our participation in that process. As you can imagine, the prosperous harbor is important for us. We have an active marine operation. We just concluded a \$5 million investment to add additional crane capacity to expand our barge operation. We're going to try to double that operation over the next year, and continue to have that operation grow and continue to add additional employees. We wouldn't have made that investment without having some criteria, some framework to work within and the river renaissance plan starts to provide that framework. It also takes into account the interdependencies of the river. It was earlier talked about by Mike about the freight transportation, the network that's been established and the dependency of having rail and marine and rail as well as roads work together. And being tied together. The other

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thing it does, it provides recognition and support of a prosperous harbor and its important -- its essential importance to Oregon's economy. It's not just a Portland issue, but a regional issue. There's grain products that flow through the port, transportation network that's tie into other areas of the state. And as we enter into the river renaissance process, we need to make sure there's going to be conflicts as we go through that there are these conflicts give -- get resolved in a balanced way. There are needs for industrial property, there's expansion going on in the area as you've heard. There's also new industrial clusters coming into the area, and there's also strong interdependency of users w rely heavily on Oregon steel for our products, likewise we rely on the rail systems to ship our products as our -- in terms of our railcars and we rely upon access and use of the river for shipping our marine products. However, there are some areas that do need to be addressed. One of the willamette greenway. We ran into an issue several years ago where we wanted to expand some of our facility that was going to encroach upon the greenway, and we wanted to do this because we were painting components outside, we wanted to bring them inside, both from an environmental standpoint, but also from a weather-related standpoint and we ran head long into the greenway issue and also we rang along into the definition of what river dependency means. We had people questioning what a river dependent use when we were manufacturing and doing barge components that weigh 50 to 60 tons, yet we can't move them to another area, they have to be close to the river. So we ran into some issues there, so we look forward working through this process, it does provide a framework and a direction that we can continue to have the discussions and encourage the city's efforts in those areas, and to define what the criterias are, how industry, how the community can work to make everything -- make it a win-win for everybody.

Potter: Thank you.

Derek Hanna: Derek hanna, Portland native, a developer, i'm going to be developing a project on the willamette river called Portland city storage, you might have read about it in the paper, there have been a couple of articles. My development is a direct reflection of the work city council has done in the river renaissance program has done without the river renaissance and the improvements with the willamette river, our \$40 million project cannot have happened. And when it -- wouldn't have been able to happen. We're so excited about some of the things that are happening on the river, that we are also going to be a host in 2008 working with metro visitors association and also the sports authority to have three major events in Portland that is going to be televised probably over 400 million homes worldwide. The first is going to be a pro bass fishing tournament, it's going to be held in the heart of the city of Portland. It's going to be a million dollar purse. That is a catch and release tournament. The second is going to be a pro water skiing tournament that we're really excited about in the heart of Portland, and the third we're working with the Portland rowing club to put on a world class rowing event through the bridges of Portland. So that I believe -- I believe our rivers are going to be the next generation, the lifeblood of the city, and i'm really excited as a developer to have the same vision as you all do and as recent advance program does. I'm going to look forward to working with everybody in the future. Thank you.

Stephen Edlefsen: Hello my name is stephen edlefsen. I didn't realize the topic is quite what it is. I believed it to be about the quality of the river. The -- how polluted it is, how dirty it s I didn't even think to think about the edges of the river or the development along the river. Because in my mind, the topic when the question about the river has been is how polluted it s. How clean it is. To me it's really dirty. I spoke with a woman who edited the report and she said it's improving. She said promising signs are being shown. She didn't know much about the governor's project, and I have wondered a lot about it. Iv was excited when I learned about it. Now I don't hear anything about it, so my mind is let to wander and i'm thinking maybe they're not doing anything, maybe they're just kind of doing nothing and saying they're doing something. I was really excited about it when I first learned of it. And it seemed like it was a really good job. I don't think the river is nearly as clean as it should be. I'd like to swim in it. And i'm scared to it. Its really dirty. And the

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fish, I heard comment about the fish. They're really weird looking. I don't think they're ok. I hope it will get clean. That's what I want. I want it to be really a very nice, clean river. I'm a little worried about the silt under the river. I've thought a lot about the history of the city, how it's been polluted over about the last 150 years, and I feel maybe quite a bit of pollution remains there under the river, under the water, sort of mixed in with the mud and the water. And just escaped my mind, the bacteria. I don't know everything about bacteria, but I put a lot of thought to things like bacteria and allergies, and I wonder maybe the pollution has affected those in ways that keep the pollution around. I've even imagined maybe they'll grow pollution. Which I don't think is a good thing. It's kind of yucky. But those things seem pretty easy to clean out, and replacement and i'm certain it can be done. I'm kind of just wandering along thinking about the river and pollution. I worry a lot of people really don't do enough, that it's kind of been forgotten in the last several years. Maybe this and the governor's project will help that. I'm also worried about the paper mill upriver, and I don't know much about it. I might have brought this up when this was last brought up, i've even thought maybe the smoke from the paper mill is reaching my town, forest grove, i've noticed the vents, our screens for our heat system have quite a bit of ash in them, or really dust that looks like ash. And that place is about the only place i've thought of where it might come from. I'm out of town, so thank you.

Potter: Thank you, folks, very much.

Moore: That's all who signed up.

Potter: I need a motion to accept the report.

Leonard: So moved.

Saltzman: Second.

Potter: Call the vote.

Adams: I want to thank all the bureaus involved, all the private sector folks as well, especially highlight the good work out of the bureau of environmental services that I have the good fortune to be the commissioner in charge of. In the year ahead we intend to take our piece of the effort to the next level in developing a green infrastructure policy for the city that will integrate the really a number of very good programs across both b.e.s. And pdot dealing with rain water and storm water. So you can expect even a greater level of effort on behalf of best and transportation related to river renaissance. So i'm very enthusiastic vote aye.

Leonard: This is good work and the presentation anticipated some of my questions. So that was good. Aye.

Saltzman: Very good work. It's very well presented. I think our citizens will understand the comprehensiveness of these efforts and the progress we're making. And also the cooperation of all the bureaus in the city to do this. I'm appreciating the testimony from gunderson and mr. Hannah about your enthusiasm and concerns and issues you have about waterfront access, but also for your enthusiasm for the river too. It's very heartening to see. Aye.

Sten: I agree. It was very nice to see with michael the three bureau managers sitting together strategizing. Obviously that's happened before, but there is very significant and the progress, and also to see the staff members and the different bureaus working to make this happen. And I recall when we started the river renaissance a few years ago, there was a concern that it perhaps didn't understand that working needs of the harbor and the business interests. And so to see howard and mr. Hannah here is excellent, because I think that was never the intention, and I actually have said many times and will say again that environmentally conscious redevelopment of the river that's economically strong is actually the only way we can pay for the river renaissance. So if you look at our best and hope right now for putting some resting habitat back in place forza monday that we all took away over the years, it's north macadam. And that's a place where intense development is going o. But we've used the strength of that development to build the buffer and rebuild the habitat that's needed. So that's the kind of model that can continue to work. So for me it's really exciting,

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and it's difficult to give a presentation where you get this five people to basically say I agree. But you've done it. Aye.

Potter: I want to thank the bureau directors as well as your staff for doing such a great job on this. It's important that we accept the willamette as our river, and work with our other communities to reduce the pollution and increase the use of the river. And that's what's exciting to me, is what you're doing in terms of helping educate our children much like what commissioner Leonard is doing with the bull run reservoir, we're also doing with willamette river. I think the better that the children understand what's at stake here as they become -- grow into adulthood I think they will be much stronger supporters of ensuring that our river not only becomes clean, but stays clean. So thank you all, and I look forward to hearing what next year has to bring us. Thank you. Aye. [gavel pounded] move to the regular agenda. Please read item 1365.

Item 1365.

Potter: This item originally had been -- was supposed to be place on the consent agenda. So commissioner Saltzman, did you want to make any comments?

Saltzman: We're just -- these are all very confident people -- competent people, and we're glad they're willing to serve for another term on the parks board. They're doing great work.

Potter: Was there a sign-up sheet?

Moore: I did not set one out.

Potter: Is there anybody here who wishes to discuss this matter? Ok. I need a motion to accept.

Adams: So moved.

Saltzman: Second.

Potter: Please call the vote

Adams: Aye. **Leonard:** Aye. **Saltzman:** Aye. **Sten:** Aye.

Potter: Aye. [gavel pounded] please read the next item.

Item 1366

Ed Rutledge, Bureau of Human Resources: Mayor, commissioners. Ed rutledge, the labor employee relations manager.

Sean Murray, Bureau of Human Resources: Sean murray.

Ron McGee, Bureau of Human Resources: Ron mcgee.

Rutledge: This ordinance approves a grievance settlement with local 189 between the local 189 and the city. The cost for the settlement is \$7321, which exceeds the \$5,000 limit that requires council review and action. This particular settlement resolves an issue for the grievant that arose over issues dealing with overtime, shift differential, and even a payment for second lunch. The grievant performed work over an extended period of time and extended hours, and that precipitated the grievance. Grievance did work those extended hours to serve various citizens advisory boards, and it took some research between the parties to kind of make sure that this was a meritorious grievance. I would also like to point out that the bureau is taking steps to address the issue of overtime utilization and to prevent a reoccurrence of this kind of situation in the future. The settlement also represent as collaborative effort between the bureau and dctu local 189 to resolve the dispute. There's been extensive dialogue between the parties and a good faith effort by everybody to research the issue, deal with the issue and also now address the issue as how we'll be - how it will be taken care of in the future. As a result of the collaborative effort and the ability to resolve this particular grievance, b.h.r. recommends the adoption of the ordinance.

Potter: Anybody else wish to make a statement? Ok. Any questions from the commissioners? It's a resolution, please call the vote.

Adams: Aye.

Leonard: Thanks for getting this done. Aye.

Saltzman: Aye. **Sten:** Good job. Aye.

Potter: Aye. [gavel pounded] thank you, folks. Please read the next item.

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Item 1367.

Bruce Allen, Portland Development Commission: Thank you, mayor Potter, members of the council. My name is Bruce Allen, I'm a senior development manager with the Portland development commission. I'm here to talk today about the 10th amendment to the central eastside urban renewal plan. I only have about a five-minute background introduction for you, and will be free to answer questions. First of all, this council saw the ninth amendment to the central eastside urban renewal plan a couple of months ago. That was a major amendment to the plan that extended the life of the district and expanded the boundaries. This, however, is what's called a minor amendment. It's a slightly different process, and it really only does one thing, and that is that it adds to the list of properties that can be acquired in the district. The leasehold interests that's held by Verizon communications. I want to point out that we own the building, we acquired the building, but the leasehold interest extends beyond the date upon which we are scheduled to demolish it for development, which is December of 2007, and their lease goes out to 2013. So we need to authorize the acquisition of that lease by condemnation, if necessary, to allow the project to proceed. The cell communication facilities are on the convention plaza building in the central eastside. It's part of the Burnside Bridgehead project near the intersection of M.I.K. And the Burnside Bridge. The address of the building is at 123 Northeast Third Avenue. You can see the building, it's actually a five-story office building but because the site slopes down, there's three stories fronting on Third Avenue, and then five stories fronting on Second Avenue. The size of the site itself is about 2½ acres, but it's the majority of the Burnside Bridgehead project, which is about four acres. We acquired the option to purchase this property in January of 2005, so almost two years ago. We actually closed and took possession of the property in May of 2006. There were 10 -- there's about 30 tenants in the building. All of but 10, their leases expire before the demolition date, but the 10 lease that's extended beyond those, we had to negotiate -- renegotiate those lease and we were successful in doing nine of those leases. The one remaining is Verizon Wireless, and as I pointed out with an option to extend they can go through 2013. Just a few shots of the facilities themselves. I'm not sure if cell tower is the correct word, but their cellular facilities there's 12 antenna up there. I do want to point out Verizon has no office space, they don't lease office space and they have no employees on the site, so we're talking about acquiring a lease that is purely for equipment. We have appraised the value of the lease, the remaining term of the lease, I've submitted them a formal offer for that value. In addition to that, by law we're required to pay for their relocation. So we pay the actual cost of moving that equipment to another site. I do want to point out we've been working with Verizon now for a few months. They have not been uncooperative, but they haven't been very responsive either. So we haven't reached an agreement, and again, we need to preserve our rights to move ahead through this action. The reason it's critical and I think most of the council is familiar with the Burnside Bridgehead project, we need to preserve our ability to move ahead. We're in negotiations with the development agreement with Opus Northwest right now with hopes to sign that in December or January. The Burnside Bridgehead project briefly is about a \$220 million project. The work we're doing is overseen by a citizens advisory committee that has wide representation in the community. We also have widespread support from the central eastside urban renewal advisory committee, which includes represents from local neighborhoods as well as the central eastside industrial council. The project has about 400 housing units b. A quarter of which are affordable, retail, office development, flex industrial space, sufficient parking for the project as well as some level of parking for the surrounding neighborhood, and is estimated to bring in about 995 jobs. The project is expected to go on the Tom Cox rolls in 2010, I believe, with about \$100 million, which would generate approximately \$2.3 million a year in property taxes. And this is important too, because the extension of the urban renewal district that was just granted by the city council brings with it increased revenues, tax increment revenues and a large chunk of those revenues are predicated on the Burnside Bridgehead project. In closing, the p.d.c. Commission approved this

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amendment on september 13 and forwarded it to the planning commission. Planning commission actually acted on it yesterday with a favorable recommendation which I believe you have before you now. Just want to reiterate that we continue to work with verizon and we have every hope that we'll be able to reach agreement with them. We've made them an offer, we've identified other sites that they might relocate to, including one owned by p.d.c., and we've hooked them up with property owners in the district that are interested in talking to them about putting their facilities on their buildings. They don't have to relocate until december of 2007, which is more than a year, so we have plenty of time to work out the relocation details, but we have to be able to have some certainty in the next few months to move ahead. With that, I will stop there, dan bates is here from the intergovernmental office, if there are any questions, I think both of us can answer them.

Saltzman: Do you have any other projects that p.d.c. intends to bring to the council for this type of condemnation, which I think all of us acknowledge will probably be prohibited by voters when they pass measure 39?

Allen: Certainly not in the central eastside, and i'm not aware of anything else at p.d.c. But I can't speak for all of the other sections. I'm not aware of anything else that would come forward.

Saltzman: I guess i'd like to know that. I don't want to see -- I know this is -- this whole issue is being rushed because of the probable anticipation of measure 39 passing, which prohibits condemnation of private property for the use of another private property owner. I don't want to see a panic rush of authorization for condemnation coming to us in the next 2½ months.

Allen: I can confirm that with your office this afternoon, but I can pretty well guarantee it, because the time line that we're under right now, we're way ahead of anybody else that would start, so I don't think that could happen.

Leonard: I've actually had conversation was p.d.c. about trying to take some of this kind of action out in lents with some out of state property owners, and quite different than how they are reacting here, they suggested waiting until after the election. So I would have been happy to bring that here before the election and they advised not to.

Saltzman: I'd nevertheless -- I appreciate the point you're raising, maybe some we want to facilitate, but I don't want to see a panic rush mentality set in, and either -- particularly between when the measure passes and the effective date. To my mind when the measure passes, it effectively becomes a law, even though the effective date may not be until january 1.

Leonard: I guess i'm trying to articulate I don't want there to be a sense there's a direction from the council based on commissioner Saltzman's concern, because I do not agree with that. So we have to talk that through.

Saltzman: I'm simply saying I don't want to see it, and i'm asking if there is any projects in the pipeline that are contemplated to come to us between now and november 7 or between november 7 and january 1 that would fall under measure 39's jurisdiction. So you can provide that response to me.

Potter: Other questions?

Leonard: I just want to be clear. If that came up, I would want there to be a discussion about that here, not as though one -- either dan or i, you know, sent a particular direction, I think that's -- I don't think it is going to come up, based on what I said. But if it does, I would hope we would have a discussion here.

Potter: Would you put your response in writing and direct it to the entire commission here?

Allen: Certainly.

Potter: Other questions? Thanks, folks. I did have a conversation last week of a representative of verizon telling him what we were doing. I asked him to continue to negotiate with the city in good faith, and the city is certainly doing, that but we had to protect our interest in terms of ensuring that this particular tower does get relocated. And he understood that and said that they've actually been having some good discussion and hopeful they can conclude it soon. Is there a sign-up sheet?

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Moore: There was, but no one signed up.

Potter: Ok.

Stephen Edlefsen: My name is the stephen edlefsen. Unfortunately the time has already started ticking. I've lost 10 seconds. My mind is not made up about what to say. What I just heard doesn't seem good at all. What I just heard is for no reason or some reason that isn't a real reason that is just sort of an impulse or a whim, several people have been talked into letting go of their leases and one of the leases is resistive, doesn't want to give up their lease. They're very pleased with their lease. And so the contract is going to be broken, which is legal, I guess, maybe i'm not using the right word, "legal." it's a contract. So that's an agreement between the leaser and the lessee. But I know our laws have some -- they protect contracts. I remember reading in business that the contracts are protective. So I guess I shouldn't have said it's legal, but it's not, like, murder, or stealing. Like these people are just getting conned out of something. I think it's really bad. I think it's really dastardly, dishonest. Why would the city want this thing, this building, that's not even very good, so bad they would be if not criminal, underhanded, dishonest? And I really do think it's criminal. I don't know law well, and i'm feeling even really bad I even brought it up. Because i'm uncertain. And I know a lot of people are uncertain about such things. So maybe it's good it's brought up. I think it is criminal. I think it's actually a crime. I'm disappointed the city as it sits here before me, would do something like that, would stain, would tarnish themselves and the reputation of the city. The building is not so good and it doesn't really fit the area. Why the rush to have it, so make it? And to hurt people in the process. It doesn't make sense. It's not good.

Potter: This is a nonemergencies, it moves to a second reading. Please read the next item.

Item 1368.

Potter: Commissioner Saltzman.

Saltzman: Thank you, mayor, members of the council. I know this is something we are all eager to approve. During our last budget process we I believe under the mayor's direction for the first time ever considered the parks bureau to be an infrastructure bureau. And as we were conducting our budget process about our infrastructure hearing, infrastructure needs, a number of parents and students from cleveland high school attended our hearings and were pursuing a redoing of the track and the field at cleveland high school, and were seeking our support to help them finish this job. It's not -- and the support they wanted was really to help show to some of the private donors they still needed to bring on board to complete this project that the city is behind this with some money. And that's what this action today is. This shows our commitment and we're providing \$150,000 for this new field and track to cleveland. It will provide the cleveland student body, the citizens of southeast Portland, and others a great new field. Our parks' 2020 report, which was done probably four or five years ago, projects a shortage of 100 fields by the year 2020 based on current population growth. So to the extent we can make joint use of facilities and have an outstanding field and track like I know the cleveland p.t.a. And the cleveland student body and the cleveland community is committed to making happen there is only going to further our achievement of the parks 2020 vision. So I urge our approval. This is the actual transferring of the money to the cleveland p.t.a. \$150,000.

Potter: Anybody sign up?

Moore: I did not have a sign-up sheet.

Saltzman: I think we had carmel bender, one of the many parents that we saw during the budget process, I think she had to leave for probably another appointment.

Potter: Ok. It's an emergency vote, please call the role.

Adams: Aye.

Leonard: I appreciate commissioner Saltzman staying on this and bringing it to us last budget cycle and getting it done. This is a very cool project. Aye.

Saltzman: Aye. **Sten:** Aye.

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Potter: On behalf of my grandson Kile Potter, who plays football and soccer at Cleveland High School, I vote aye. [gavel pounded]

Leonard: You never brought that up to lobbyists or anything before. Good for you.

Potter: Please read the next item.

Item 1369.

Potter: Commissioner Saltzman.

Saltzman: This is -- is this a new franchise?

David Soloos, Office of Cable Communications and Franchise Management: This is a permit that we grant in advance -- David Solace, program manager, cable and franchise management. This is a temporary revocable permit we're granting while the franchise gets processed. That takes about four months. Other than that this, is very routine. And a representative from the company is here if you have any questions.

Potter: Questions from the commissioners. Thank you. Is there anybody signed up to testify?

Moore: I did not have a sign-up sheet.

Potter: Please call the vote.

Adams: Aye. **Leonard:** Aye. **Saltzman:** Aye. **Sten:** Aye.

Potter: Aye. [gavel pounded] please read item 1369-1.

Item 1369-1.

Moore: We'll need a motion to hear it.

Potter: I need a motion to suspend rules to allow four-fifths item to be heard. I need a second.

Leonard: So moved.

Saltzman: Second.

Potter: Vote on the motion.

Adams: Aye. **Leonard:** Aye. **Saltzman:** Aye. **Sten:** Aye.

Potter: Aye. [gavel pounded] commissioner Adams?

Item 1369-1.

Adams: Come on up. We have any -- we have staff available if there are any questions. This is a standard agreement.

Potter: Anybody sign up to testify?

Moore: I did not have a sign-up sheet.

Potter: Emergency vote, please call the roll.

Adams: Aye. **Leonard:** Aye. **Saltzman:** Aye. **Sten:** Aye.

Potter: Aye. [gavel pounded] recessed until 2:00 p.m. this afternoon.

At 11:35 a.m., Council recessed.

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Closed Caption File of Portland City Council Meeting

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

Key: ***** means unidentified speaker.

[The following text is the byproduct of the closed captioning of this broadcast. The text has not been proofread, and should not be considered a final transcript.] * * * [roll call] [gavel pounded]

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Potter: I'd like to remind folks prior to offering public testimony to city council, a lobbyist must declare which lobbying entity he or she is authorized to represent. Please read the 2:00 p.m. time certain.

Item 1370.

Potter: Just say a few words of introduction. Some time ago, maybe a year and a half ago, commissioner Adams proposed convening Multnomah county and the city of Portland to look at how we provide public safety services. Considering the large amount of money that is spent felt there may be some areas for savings. We looked at four potential collaboration areas. One is homeland security, another is emergency management, and consolidation of west side patrol as well as river public safety services. And today we're going to be hearing a report on the river public safety services which commissioner Adams and the county headed up, and with that i'll turn it over to the commissioner.

Adams: Thank you, mr. Mayor. I want to thank you for your leadership and moving this project forward. Any time the discussion is about multiple agencies in one jurisdiction, much less multiple agencies within two or more jurisdictions, it is always an interesting conversation. And as you alluded to, we do believe everyone involved with this, both on the public and private side, that we should constantly be looking for improvements in our operations, both individual and in the way we work together, and that the 540 million dollars we're year that the city and county spend on public safety-related services is perhaps not enough, but is a sizable amount of money, and that constantly looking for those efficiencies is something that should be part of our ongoing efforts. The work that we're going -- that we're putting forward today is very much a collaborative effort, and it will set -- it sets the framework, the foundation for improving public safety coordination on the river, and nearby it. And i'm happy today to introduce chair linn, with some introductory comments, who has always been a key champion of this overall project.

Diane Linn, Chair, Multnomah County Commission: Good afternoon. Thank you for approaching me at a public event. I don't believe you were even sworn in to office quite yet, and proposed that we put our heads together, bring our professional staff together and start talking about what we could do together to be more efficient, more effective in our public safety delivery systems between both jurisdictions. You're going to hear a report today that has some findings that none of which will surprise you. There's recommendations that take us down a path that will I believe lead us to an opportunity in the coming years to really find a way to do business better and use the tax dollars involved more efficiently and more effectively. And potentially fewer. When commissioner Adams approached me, the county was in the middle of its process to try to reduce millions of dollars out of our budget, shortfalls from the state for essential services were really hitting us hard during the economic downturn, a total of between \$70-80 million has impacted the county's budget, and we've had to really look hard and long at exactly what we're doing for the county, and we've been helped by p.s.g., who you'll hear from today too, to do priority-based budgeting. That gives us

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an opportunity to look at everything we provide at the county in increments in what we call program offers that help us assess their individual contribution to the goal of keeping this community safe. Together as we look at those increments and those program offers, we can really match them up to what you're doing here at the city and other jurisdictions, and as it relates to the discussion today about the river, what we're all doing together on the river that will again protect the public safety and use our collective tax dollars well. The recommendations in my opinion are every single one of them are a step in the right direction, and into the future I encourage you to really stay the course with this joint public safety budgeting concept, pursuing the other three areas that the mayor mentioned, and other areas that we could be working together on across jurisdictional boundaries. One quick example of where we have shown extraordinary results is a personal favorite project and program of mine, which is the s.u.n. School program. We've really come together and surrounded kids in schools to support them in their academic success. We've proven that when we really come together and make sure the services hit the ground for the citizens we can produce better results. So i'm very excited about this effort, and thank you mayor to your -- for your leadership, commissioner Adams, and thanks to the rest of the council, my colleague serena cruz is here with us michelle esteban today, and the citizens and the people involved, the staff on both -- in both jurisdictions have been involved, have really been proactive, broken out of their bureaucratic roles to really start look at what's possible here. So again, thank you, i'm very proud to be a part of this effort today. Thank you.

Adams: Thank you. And I do want to acknowledge, she chooses not to speak today, but I do want to acknowledge county commissioner serena cruz-walsh for all your support, being one of the key sponsors as well as chair linn, as well as the sheriff on the county side, thank you very much. Next we'll hear from thane tiensen from the citizen commission.

Thane Thienson: Mayor Potter, members of the council, commissioner Adams, i'm here on behalf of the citizens crime commission today. As you all know, i'm sure the citizens crime commission of which i've been a member for pushing a decade has been working for over two decades or close to it anyway, to help bring citizens, business, and government together in the common fight against crime and crime and working toward crime prevention. We in particular have devoted a lot of time and effort to try to help the goal of identifying duplications, gaps in services, and trying to make our public safety dollars more efficient, more effective, and more accountable, and we believe that this river coordination collaborative effort is a very positive step in that direction. And i'd like to think that this is the kind of effort that can be replicated elsewhere, but it's clear from my review of the report talking with the people who were involved in it that they're very much committed to identifying duplication of effort that is not needed, trying to find ways in which we can coordinate those services together and provide more effective use of our precious public safety dollars, and for that reason, we're very much in support of it and want to lend our support to it today. Thank you.

Adams: Thank you. I also want to acknowledge and recognize maggie miller for her ongoing support on this and many other public safety issues. The crime commission is very lucky to have you.

*****: [inaudible] [laughter]

Adams: Ask for a raise. Next i'd like to ask laurie omen to come forward from the public strategies group. She was the lead consultant hired by the sponsorship team, and is going to take us through the phase one report that is before us.

Laurie Ohmann, Public Strategies Group: Thank you commissioner Adams, mayor, and members of the council. Laurie Ohmann, i'm with the public strategies group, and I don't have quite the name issue, but frequently I get called mister instead of laurie. So please -- something about coming from minnesota with a low voice, it seems to confuse people. [laughter] I appreciate the opportunity to appear before you, particularly because as I was telling the mayor before we started, I left home where eight to 10 inches of snow, not rain, was forecast for greater minnesota. So it's

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quite a pleasure to be here in Portland on such a beautiful day. I want to give the context here to the phase one of the public safety collaborative, and thank as well the sponsors of this initiative from the city, mayor Potter, and commissioner Adams from the county chair linn and commissioner cruz-walsh, and for me, a special thanks to the crime commission because it's unique in our work. We focus only on helping the public sector improve the results it gets. So we're only working in the public sector, and it's not often enough where you find citizens and citizen groups who will actively engage as partners in such a collaborative effort to try and find some solutions to what continue to be vexing problems for our cities and counties and states across the country. And also I want to thank the city staff who were part of the steering team for this effort with whom I worked very closely with, maria rubio, tim grewe, who I understand is now departed, chief sizer, john canned ya, and special thanks to jane ames and don carlson, who helped shepherd this project along. The purpose of the collaborative, the joint public safety collaborative in phase one was to develop the framework where the city and the county could consider how they might jointly budget for public safety results. For all of those reasons that you've heard earlier in articulated on the power point, and I think the 430 million dollar number here is reflective of city, county, and state resources and probably not the support also provided by the federal government, but simply the question was, given the difficult choice that's we have to make, is there a different way of approaching this amount in total that might help us get better results and do it in a more integrated, efficient, cost-effective manner? So that was clearly the question on the table. We started by asking to what end. Having the end in mind the ultimate goal is always where we like to start, and working with a number of citizens from the community, we articulated the desired public safety outcome as we want to be and feel safe in our homes, neighborhoods, businesses, and communities, and we want to accomplish this safety with fairness. Impartiality, and efficient use of resources. This came from our interaction with four different focus groups from participation of the county's citizen involvement committee through some review of the documents that the city has -- the police department, police bureau's strategic plan, and the your city report. It's important I think to note that people want to be safe, literally, and feel safe, that they have -- that that contributes to their oral sense of safety, but they have some values about how this is accomplished, so these are not either/or, it's definitely a statement of both and. And in our conversation was citizens, they articulated these priorities that were on their mind in terms of issues that they were hoping you all would continue to address. I don't think there are any surprises there. Actually, one comment still sticks in my mind, when we had a wide range of city and county staff in a room talking about opportunities for improving public safety, someone looked at this list and said, you know, this is reflective of the fact that we're doing pretty well in delivering public safety today. You don't see part one crimes necessarily jumping out on this list, like you might somewhere else. These are important things to worry about, but it also suggests that you're not doing a bad job today in delivering safety to citizens. So it was really offered in a spirit of improvement. So if ultimately we want citizens to be and feel safe and understand that it's done in an equitable, fair fashion, how might we measure our success? And in phase one we recommended six very high-level measures that would help citizens understand how you all think about safety and obviously additional measures would be used inside of the city and the county to track other parts of what constitutes public safety, but we recommended that you pick just six and keep your eye on what we call the marquee level indicators to help you understand whether you're really achieving that public safety outcome. And they were to increase the percent of neighborhoods where resident and business perception of safety met an acceptable community standard. This is different from the survey that you do today around citizen perception of safety in that it sets an absolute minimum level of safety that you would like to expect in all neighborhoods across the city and parts of the county, and then measures the degree to which citizen and business necessary those areas are -- feel more or less safe than what you want to see as an acceptable community standard. Another second measure was to --

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and goal was to reduce the repeat calls for service and same locations to reduce the adult and juvenile criminal recidivism rates to increase the level of community involvement in problem identification and solutions, recognizing that citizens have a great deal of -- a great role to play in helping you achieve public safety. To improve the degree of confidence and trust by the citizens in police and the other criminal justice agencies that are key providers of public safety. And lastly, to decrease the rate per thousand of part one crimes. The committee had much discussion about this last one in particular. I think the steering team and the project sponsors came to believe that it's important to keep our eye on the part one crimes, but it's insufficient to really understand the whole picture of safety, and there are a lot of other things that these agencies do not get a sense of in terms of data on a more frequent basis that would help them manage to improve public safety. Whose job is it? Phase one framework just reinforced that it's essentially the entire community's job, and if you look at this picture, this visual is a one-page way of understanding that all parts of our community have a responsibility to support improving public safety, and we ought do so in three particular areas, one by preventing crime, two in how we respond to crime, and three, how we respond to emergencies and I am grateful to the mayor for his persistence on these mapping pieces. I admit to having driven him entirely crazy with some of this work, but his point was well made and I think bears out in the strategies that we will not achieve success in public safety if we think of this as a problem that just the police or just the courts or just the jails or just the community justice professionals will manage. It's everyone's job. So the map again depicts the key factors that are important to focus on in terms of producing public safety, and those beg the questions, then, of what are we doing. And the framework suggests these are the places where you ought to ask questions jointly across the city and the county about how are we engaging the community about their role in preventing crime and improving public safety. How do we address the management and maintenance of locations in and around the city and county that are frequent spots for crime. So we can reduce the likelihood and improve the community cohesion in those areas. How do we emphasize problem-solving at nuisance locations, how can we target segments of the community that are most prone to victimization. How can we help victims cope so that we can prevent reduced victimization. How can we strengthen the ability of people on the prevention side to avoid criminal behavior in the first place? That certainly would reduce some of the longer-term expenses. Other strategies, how do we hold offenders accountable, how do we prepare for and respond to emergencies, and then finally, inside of our own systems, how can we seek efficiencies and be more effective in how we deliver public safety services? So the framework, if you will, helps you get at the answers to those questions, get clarity about the answers to those question and get clear across the city and county about whether you're united in some of those strategies. So if you therese believe those are the core questions to answer, the joint budgeting framework leads you to a process of applying your financial resources to the strategies that you believe are most important to producing results. And the framework that we recommended was that you start with the price first, essentially, instead of starting with last year's cost and adding at the margins for increased costs in health care and pay and other things, that you start with what you believe you can commit entirely to public safety, as a city and as the county. And then to affirm that what you want that money to support is the outcome that citizens expect, to be and feel safe and to have the manner in which public safety is delivered in a fair and equitable manner. Then the rest of the process suggests that you charge -- charter a joint public safety outcome team to represent you as electeds as buyers. Think of them as your agents in a market of buyers and sellers that uses a very much business metaphors, but the purpose here is to strengthen the degree to which you ask those who are going to be delivering the services to bring you the best that they have to offer. They would essentially put out requests for offers, like an r.f.p. Process that would say -- r.f.p. Process that would tel us tell us how you're going to reduce victimization. Let us understand what your strategies are for answering those questions and contributing to public safety. Subsequently those you want to respond, your

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city and county public safety departments and it could be others, you could ask nonprofits, you could ask others to compete for the right to deliver these services. Obviously you have to deal with a number of issues around staffing and contractual issues to go down that route. But you ask people to respond to the request that's have been made. This outcome team would then rate the -- rank the degree to which all of these offers contribute to delivering the public safety outcome and as your agents, that buying team would offer those recommendations to the city and county leaders could then incorporate that into their -- the development of their budget and the presentation of their budget to the county board and the city commissioners. So that in a nutshell is the framework. Today we're going to talk more about the river safety piece, but in the course of our work we talked with well over 150 people I believe who offered additional suggestions on what other things you could do short of going down a joint public safety route and there's a list here focussing on support services, jointly tracking, supporting, and simply discussing the progress on public safety, targeting citizen education, etc. In the end, we think a joint budgeting framework can help you affirm the collective focus on the same result and how citizens understand that. It can help you identify the strategies you're jointly pursuing to produce those results, clarify how you're doing that, and then to measure your progress. And inform improvement on those. So that in a nutshell is the framework, out of which the river safety piece was born. Thank you.

Potter: Questions?

Saltzman: Who are the expected service providers to respond?

Ohmann: The request for offers are made from the perspective of that map, if you will. If you look at it, it helps you understand what are the things we really need to focus on in order to improve crime, or improve public safety. And it sort of begs -- it's like an r.f.p. process.

Saltzman: What are we requesting? We're not requesting parole and probation services --

Ohmann: Yes.

Saltzman: River patrol?

Ohmann *: And you're asking --

Saltzman: The stakeholders are all internal respondents?

Ohmann: They don't have to be. They don't have to be. You can choose to open it up. You can choose to open it up.

Saltzman: But has that happened? Have you worked in other jurisdictions where that's happened?

Ohmann: To my knowledge, it has not. I think i've seen this process used at states in other states, counties, cities, and I don't know of any who are -- have yet worked out how they might open up the competitive process on most things, frankly.

Saltzman: So we're requesting offers from the current service providers to respond to basically sharpen their pencils and propose a price that may be less than cost of living and health insurance?

Ohmann: It may be less, the offer ought to speak to directly how they can contribute to the particular aspect of the strategy that you're trying to pursue, whether it's reducing repeat location calls, reducing victimization. It does -- the -- it can beg for joint application of offers in the county, even internally there have been competing offers from different departments about how they might approach it. The buying team -- your agents as outcome team members can be strengthened by the degree to which they take a look at how other jurisdictions outside of the city and county are approaching this, and whether there might be best practices, or learnings from other places they might want to try out. So it does -- what you get out of this I think is directly related to how strongly you send the message that you really want to help people think with new eyes about whether the approach you've been taking is the best approach. And whether there might be different ways to get at it using citizen engagement, collaborative efforts across city, county, etc.

Potter: We've got a long ways to go, and a lot more discussion to occur, but we really appreciate your assistance.

Ohmann: Thank you very much.

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Adams: Next we're going to hear about an update about some of the other charters that are underway.

Jane Ames, Commissioner Adams' Office: Jane Ames, and there were four charters. I'm reading the report actually from Maria Rubio from the mayor's office that are discussing the status of the other three charters and where they are at this point. The first is the homeland security grant proposal, request unified grant application with interoperability as a priority. This opportunity became a joint request for urban area security initiative grant funds to improve communications interoperability in the region. Home had already been working with regional emergency management group to coordinate and collaborate on the grant request. This charter -- by April of 2006 by submitting the grant request prioritizing interoperability regionwide, and the regional area received \$8,240,000 for fiscal year 2006. The second charter was the merger of the county and city emergency management. Either jurisdiction or separate board could oversee this merged function. This charter's work was put on hold until further notice. City of Portland's office of emergency management was in transition and in a period of growth, they were in the process of recruiting a director and increasing staff levels by six new positions in the 2006-07 budget and it was decided to put this initiative on hold until a new director was hired and we were able to stabilize the operation for a while before moving forward toward merger. This opportunity continues to make sense as a means towards efficiency. It should, however, be noted that the October 2000 exercise may cause further delays to this effort. And the third, the west side patrol charter. A joint effort had been underway between the Portland police bureau and the Multnomah county sheriff's office to research a possibility of Portland take over west side patrol. Mayor Potter had asked that this effort be folded into the collaboration project and later became the focus of the charter. This charter was put on hold until 2007 due to a Portland police bureau staffing level requirement for patrol function and because of the county's needs to make cuts in their overall budget this year.

Adams: And my co-sponsor on the river patrol charter was Sheriff Bernie Guisto and I want to thank you for, as well as Brad and Marilyn. Sheriff I want to thank you for all the work you and your team have put into this effort thus far. And I'm looking forward to the next phase.

Bernie Guisto: I want to say thank you especially to Brad for taking on what looked like how hard can this be. I guess if I had to say anything about the river service, if anyone element of government services have come together in an unplanned fashion, I'd tell you it's the river, that either as defined by state law in terms of what the sheriff is charged to do with search and rescue and life safety issues to what the fire bureau and police bureau are charged to do, that we did that well I think, but certainly without a plan of how often times it affected each other. This process gets us to a place where we can begin now to really define what the services are, make that efficient use of tax money. And I think what citizens expect is to deliver service that's very unique to our river community. Or simply people who come here just to recreate and believe we should have a coordinated plan for providing these services. So thank you Commissioner Adams and the mayor as well, Commissioner Adams I guess if your role would be you took us into uncharted waters and from there we set sail. Let me explain to you where we need to go as opposed to where we've been. Here's the observations in terms of the resolution tomorrow. First that public jurisdiction is providing safety service levels on the river are generally cooperative with each other. If some level of unnecessary service overlap and duplication does exist, and I think from my point of view the sheriff's office rarely admits that, and admits we can do better in our relationship with the police bureau and the fire bureau just at a minimum before we get to talk about things like d.e.q., port, and other partners, number three, that we need improved information relating to specifically the marine environment and especially as it relates to dispatch of mercy services on the river. Distress and nondistress calls are not well defined. They're all kind of lumped together and then we all just kind of go and sort it out when we get there. Not a good way to use expensive dispatch -- response resources. Performance budget Dave Houghton data are unreliable as comparative tools, radio

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communications are complex and sometimes undependable due to the use of radio channels, different radio channels and lack of standard radio communication protocols by each agency. Command systems and operating protocols are not consistent between agencies, education and community outreach programs, one of the things identified in your tool kit up here that needs to be improved upon, do need work. Potential opportunities for income enhancements have not been thoroughly investigated, and there's no common form for discussion of river safety issues or coordinated planning. Actually this committee led by brad is probably the first effort to say what is it we do on the river, all the way from how it's going to bureau -- to a major homeland security event on the river. This is our first attempt to define it. So that's where we need to go. What I -- what i'm going to encourage you and encourage the county commission to do is I believe we're at a beginning, not an end, and commissioner Adams, you set an aggressive time frame for accomplishing a number of things, I think that's good. I think we need to get them accomplished, and specifically engaging our river community in an ongoing dialogue that goes well beyond this -- these resolution and these time frames, because that -- the river community has unique needs. With that, brad?

Brad Howton: In the first couple of meetings after the first couple of meetings that we had, lieutenant riser volunteered to take -- i'm brad howton, the task force leader. And a business operator on hayden island, and in the middle of this question about public river safety. Whether I want to be or not. Which I do want to be. Anyway, the sheriff's office invited any of the participants to the committee to go for a ride, and turned out to be a much better learning experience than I think they expected to find. So i'm going to give the --

Marilyn Roach: I went on the ride. I'm marilyn roach. I had never been on the river, I am somebody -- I am the volunteer citizen who knew nothing. I hadn't even been on the water. So I went out on this ride and partway into it there was a dead body on partly in the water, part did I on the bank

Adams: We did not plant that. I just want the report to show, we did not plant that.

Roach: Good timing, though. There were people swarming all over, all these agencies, they couldn't figure out who was in charge because it was partly in the water and partly on the bank. After about 45 minutes with dozens of people trying to do they, they decide it was the police. But they couldn't haul him off the bank because he was so water logged, so they had to get sheriff back in there to roll him on the boat and get him out. But that was a really good opening introduction to some of the problems in the water. I was going to talk a little bit about how we did this. There were eight of us plus staff that met every other week, every thursday afternoon and friday morning, hearing reporting, briefings, and brainstorming. We did tons much brainstorming, I have to compliment p.s.g. for the way they set it up, a very collegial group. It worked really well together, I think. In between the meetings we went back and did our assignments during those two weeks we gathered information, inventoried who does what on the river, what kind of assets they have, and that list kept growing. The longer we met, the more we found out, like an ambulance company that has a couple of little inflatables they can use, for example, came out toward the end. It just kept coming out of the woodwork. It was kind of amazing. Jim butler and I called other jurisdictions, seattle, tacoma, sacramento, stockton, to see how they do it. Everybody does it differently. In seattle, for instance, they have a weekly meeting every friday, where about two dozen people get together to talk about what's going on on the water, the police are in charge of the harbor patrol, which has been functioning for decades. It's pretty good system, but there's still kinks, things that need to be worked out. Coast guard in san francisco, for example, sometimes actually does dispatch. In tacoma it's been the sheriff's office has done it, police just got a boat this last year and this was their first summer on the water. We did a survey of variety focus groups, drew up a survey that may be usable by phone later on to find out what the public wants. We drew up a list of outcome measures that we think could measure how well we're doing on the rivers. Lots of

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brainstorming by mid april we figured out that it's going to be hard to come up with data and costing. It's all different. For one thing there's no river district, for example, the police have 24 different districts that cut into the river, and the sheriff's data is kept at boec, they had 1100 listings of marine incident, doesn't tell you much. We had a draft put together and approved by early june, refined it over the summer via emails, and I have to say the whole committee, everybody involved really believes it's scenario number one has to happen. It would make things work so much better. I wanted to --

Saltzman: What is scenario number one?

Roach: That's brad. Go for it.

Saltzman: I didn't mean to stop.

Howton: You it's ok. I just wanted --

Saltzman: I thought maybe we'd covered scenario number one.

Howton: We'll talk about it in a minute.

Roach: I just wanted to thank everybody that was involved. This was a really useful process, and things have already started happening. For example, the fire bureau and the coast guard are already trying to get cat equipment to coast guard so they can plug into our system. Take it away.

Howton: Really the outcome, the recommendation that's we have made in the -- in this report are centered around a number of pretty basic concepts. Most important one has to do with communication, and it's -- that shows up on a couple of different -- several different levels. Dispatch is the key to any delivery for public safety services. The dispatching process for any marine safety services have been quite weak. And for the most part it's weak because there hasn't been any effort suspended to try to make it any better. Marilyn referred to 1100 referrals from boec for -- for general marine incidents, and what she was meaning to say is they are not sorted any greater than that. We don't know what those mean. One of the biggest problems we ran into was the -- was availability of records of any kind. We really don't know how many incidents occur on the water in Portland, we don't know who's responded to them in any detail, we don't know what the costs of the individual services are per response. There's just a huge opportunity for improving our ability to understand what happens out there, first of all. And I think the sheriff is correct. Basically the first phase in this process needs to be one of really figuring out where we are and how we measure what we're doing, and trying to decide what the most efficient way to deliver these services is. And we're not there yet. The scenario one we spoke about is a compilation of those individual element that's will help us to make -- to develop a base and move forward. Some very simple things that can happen are improved training for boec so that they know how to triage an incident on the river more effectively and understand what kind of a response is required for it. And to control from their perspective the respondent that is most appropriate to hit the water. They also can be an opportunity for us as a central data collection point through the cad system, especially if we can get the coast guard to pick it up and begin to use it, we'll have a good base there, I think, as well. On an even more basic level, there is not -- has not been a common radio frequency yet that marine responses communicate on. So we heard a number of stories about people -- about agencies that have responded to a relatively substantial emergency, and literally have to hold two radios in their hand so they can communicate with the people that are out there on the water. Underlying that is a need I think for a common understanding of how the point of control is established for any emergency that occurs, so that when they show up on the water it's clear who's in charge. The body issues are small and not terribly substantial, but kind of a perfect representation of that problem, I think, all together. So those are really where the keys are. We also recommend that we spend some more time in terms of our communication with the public, not only in trying to educate them as to how to be safer on the water and what their opportunities are for response, if they get themselves into a jam, but also to establish a baseline for their satisfaction levels. Right now we don't have that either. We have some kind of basic stuff. Commissioner

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Saltzman, you talked about that question, you brought that issue up about a private opportunity for private delivery of services on the water. We had some discussion about that too. If we could get to the point where we could clearly differentiate between emergency and nonemergency response, there are businesses on the water that will do nonemergency response, and assuming there's some control in management of the way they act, I think there's a resource there that would -- could help us in the long run, at least establish an opportunity for a reduction in cost.

Adams: One useful metaphor, that was told to me, the difference between needing to call police officer, a land, if you're in a car versus a tow truck. We don't -- right now we're assuming that it's -- everything has to be the government, and sometimes it's multiple government responses, when a lot of this is about, we could develop we could develop potentially the private sector response just like a tow truck that wouldn't -- that would save us money and actually be taken care of by the marketplace.

Howton: That's right. You got a boater out of gas on a sand spit up the river, and there's no injury issue, and they're not -- they're not in any kind of danger. It doesn't make sense to dispatch a public agency out to give them a tow home.

Guisto: What has happened is clarification rules, just in the enforcement side already between the police bureau, the fire bureau, and the sheriff's office. One example i'll give you is that we now have a working agreement with the police bureau about whose investigation, death investigations are on the river, and they clearly belong to the police bureau to the point at which they're no longer considered homicide. The sheriff's office will do the transport for them, and they will -- they are now going with us on every death investigation as opposed to whenever long distance we may think there's something there. So they're not dispatching additional resources to go as well. So those kind of things have already started to happen. I think there's a lot more opportunity for substantial measurable savings with some duplication as we move forward, and the sheriff's office is a willing partner in any duplication if somebody else can do it better or we can combine to do it.

Howton: The issue of savings, because of the fact we can't measure anything, and we really don't know what the base costs are, it's hard to talk about it. But it's pretty clear that we have, to me, anyway, that there will be opportunities for us to shave down the overlap that's are here. And whether that gets turned into savings or not is really dependent on how closely we get the agencies to work together and to make decisions in one room together. And so the principle recommendation that's in this proposal has to do with the development of another task force, one that will be much more practically oriented that will initially take the recommendations that are in scenario one, which are basically the ones I just spoke about, and put them into place. Questions?

Saltzman: There's a subsequent scenario two, which would have the coast guard do dispatch, three has coast guard managing emergency response. Are these scenarios exclusive of one another?

Howton: No. We were asked to present some scaled alternatives. And we did -- that's what those other scenarios represent. They represent a potential progression. It's not netsly even one that we would recommend today, but it's one direction that we think this process could take. One of the areas that needs significantly more discussion is the fact that we have this coast guard resource available to us on the river, and we really didn't take -- we didn't go far enough to really try to parse their opportunities for taking a lot more responsibility, but I think it's clearly there. In the long run, they -- they have, for instance, a 24-hour dispatch that's in place, and we have a 24-hour dispatch that's in place. It may be that the answer is that boec can do it more -- with more efficiency than the coast guard can, we don't know that. We need to look at that. We do know that those two dispatches need to work together much more completely than they do today. So the additional scenarios are what we saw as a group, brainstormed as a group as an extension on the -- of the direction we've begun to move, whether that turns out to be the final direction, I can't tell you.

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Adams: I think it's fair to say the coast guard has been enthusiastic partner of discussion that they are thrilled to have local agencies such as ours approaching them and this sort of cooperative fashion. Is that fair?

*******:** Yes.

Howton: Very fair. There was mention earlier, Jane mentioned the opportunity to get involved with the homeland security grant. I think there's some grant opportunity, even in a closer association with the coast guard as well. And we're not sure how that works, but we've heard some ideas about how it might be possible for us.

Guisto: And do we -- so it's understood the coast guard is the ultimate authority on the river, they can run us all off the river any time they'd like. So in terms of them assuming some additional responsibilities, as long as it can be really focused on our local need, I think that's an interesting concept over time.

Adams: I want to thank you again for being such a willing partner to look at all aspects of it, what I've really appreciated is the -- you've been willing to look at everything, there's been absolutely no sacred cows, with your jurisdiction. Marilyn, it's been great to have someone whose first time out on the river you saw a floating body.

Roach: It was pretty exciting.

Adams: It isn't like that every time you go out. I want you to know.

Howton: If I could interrupt, Marilyn was the person on the committee who had no boating experience to speak of, and no understanding of the service deliveries. And has been sort of our naive eyes. It's been good, because she makes -- made us stop 100 times and explain why things work. Which turned out to be very productive.

Adams: Thank you very much, and Brad, you've just been a fantastic chair of this committee. I've worked with a lot of sort of citizen government committees, and you have just been -- you're in the top, top percentile in terms of your leadership, and I really appreciate it.

Howton: Thank you.

Adams: I think we're at the point of -- I think we're done with testimony.

Potter: Does the council members -- do they have any more questions?

Moore: We have one person signed up for testimony. Stephen Edlefsen.

Stephen Edlefsen: Good afternoon, gentlemen. Stephen Edlefsen is my name. I don't know about the quality of the report made before you. The written report is very long, and my plan is to read it on my way home. Maybe the quality as -- the qualities I'm looking for aren't necessarily for you gentlemen. I suppose they would be. For people watching at home, I suppose it is necessary. I don't have any thoughts really about how secure the -- how secure the waterfront is today, or how it will get better or worse in the future. Or how to make it get better, or keep it good, which I don't think it is. I don't think it's very good at all. What I know might be tired out and old news, but it's still rests new in my mind. And it's about the police. Sort of a group of police, some three or five or 10 or 20 of them and they didn't behave very well at all.

Potter: Excuse me. This is a discussion on river patrol, testimony is limited to the river patrol. If you don't have any comments --

Edlefsen: This is in the water.

Potter: This is in the water.

Edlefsen: I didn't know that. I heard talk of both land and water.

Potter: This is about river patrol services. And if your testimony is not to that, then --

Edlefsen: I don't know much about them, but I have seen them in the water, I think a fair amount. Otherwise, I like the ships. They're not wasting time, I like seeing them. They seem to be out there a lot, though, I don't know how I feel about that. It just depends on what they're doing.

Potter: Thank you. Is that all who signed up?

Moore: Yes.

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Potter: This is a resolution. Is it accepting this report?

Moore: We can just take a vote. It's a resolution.

Potter: Ok. Call the vote.

Adams: The last person I want to thank is Jane Ames, my senior policy director for education and issues relating to public safety. I want to thank you very much for your great work on this. I really appreciate it. I also want to underscore my thanks to Mayor Potter on the city side of the fence. He has been absolutely stalwart in his support for looking at the overall, how time-proven efficiencies between the city and the county on all public safety issues, and we couldn't have gotten here today on river patrol without your leadership and support, and I appreciate that. And with it, I will vote aye.

Saltzman: I'm pleased to support this report. I want to thank everybody, Chair Linn, Commissioner Cruz-Walsh, Sheriff Bernie Giusto and others who have been involved in the report, Commissioner Adams and Mayor Potter. I like the ambitious and aggressive time lines in front of you to move ahead. Particularly like the request for proposals for establishing a towing service from private tow assistance, businesses for nondistress river calls, and I would be sincerely disappointed if that does not materialize by June 2007. This seems like a small baby step that makes a lot of sense. So with that, I say this is good work, and let's move ahead and make some of these changes that will save taxpayer dollars and improve public safety happen. Aye.

Sten: Thank you as well to everyone. This is to the Mayor and Chair Linn and Commissioner Adams and your team, Commissioner Cruz. This is the kind of tough not so exciting work that really has to get done, and I want to thank our citizens as well. I think this does give us a good road map. We can -- river map, I guess, and we can -- it didn't sound right. I think we can move forward. I know from the fire bureau's perspective it's been very good to try and figure out how to make this system work better and the primary thing is our consultant said is to get people safer. If we do that and save a little money, all the better. So I'm at your service to work on the next steps. Thanks for a great presentation on some great work. Aye.

Potter: One of the things I'd like to reiterate with this report is it's just the beginning. I think what this has done, I really want to thank Commissioner Adams for taking the leadership on this at the beginning, is that there's a lot of things we can sit down and talk about. And the city and the county share a lot of responsibilities, and I think this gives us the chance to begin to answer some issues that have been long-standing. I'm also interested to expand this into a review of resolution A so that we really begin to better align the taxpayers' dollars so that the partnership between the city and the county is that we're really being effective in terms of the police, this is -- I feel like we're just at the front door in terms of discussion. There's a lot of issues that we can discuss on how we can work better together. I have had some discussions with the east county mayors, for instance, about taking -- having a sort of centralized human resource office that could do the recruiting for police officers throughout the county, training that we could do -- joint training so we could reduce the cost of that. There's a lot of things that we can do together, in internal in the police bureau, there's a lot of good suggestions in there. For instance, one of them was about hot spots. About the repeat calls for service. Laurie's hometown of Minneapolis started a program many years ago called the hot spot program, where they identified that 5% of the locations accounted for 60% of the calls. And that was very telling, and they started focusing resources on those 5% of the calls, and it greatly reduced the radio calls for service as well as free up time for officers to get out of their cars to do problem-solving. So these are the kind of things that this paper and these ideas are starting to generate. And I'm going to be discussing these things with the police bureau and coming back to the council and emergency management, both the city and the county have that as one of their primary goals, but there's also a regional emergency management that the county and the city participate in. And I would like us to do a better job of providing regional support to this whole effort. As you know, in October 2007, we're having top-off exercise in the city of Portland where the feds come in and have

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a simulated exercise of a large-scale disaster, man made, and the department of homeland security will be participating in it. This is really going to test our capacity, our protocols we have in place to make sure that they really are doing what they should be doing. One of the areas that will be tested is the river. And so I want to make sure that we are as best prepared as possible. So this is a good way to start the discussion, and I really appreciate the county's efforts, the chair and serena, you've been wonderful. I would really like to see this continue, and I know that it will, and once again, laurie, your organization was great in helping keep us focused and providing some structure for all of this discussion. So again, thanks, sam, for your leadership, and I vote aye. [gavel pounded] we are recessed until 3:30 for the 3:30 time certain. [recess]

Council recessed at 3:07 p.m.

Council reconvened at 3:32 p.m.

Potter: City council will come to order. Please call the roll.

Adams: Here. **Saltzman:** Here. **Sten:** Here.

Potter: Here. Please read the 3:30 certain.

Item 1371.

Potter: Staff, please come forward. I would like to remind folks that prior to offering public testimony to city council a lobbyist must declare which lobbying entity he or she is authorized to represent. I wanted to say a few words. Centennial mills is one of the city's true signature sites. It presents a unique riverfront development opportunity for the city. I heard from many people on the campaign trail about their desire for the city do something special with this site. That's why the process for determining the site's future is equally important and why I sent it back to the community for redirections. The opportunity is to move forward with redevelopment of the site to achieve the public's goals in the spirit of river renaissance. Like forward to seeing proposals that are ambitious and the community's expectation. I have to say if anybody has not been to centennial mills, it's really worth the visit. It's just a short 10 minutes from here. And it's just amazing, that building the potential for it. So with that, I turn it over to you folks.

Steven Shain, Portland Development Commission: Mr. Mayor, commissioner, i'm steven shain with the Portland development commission. I am pleased to be here today. As we start, I want to mention this was a collaborative approach on this framework plan. I would like to take a minute or two and just kind of introduce a couple of the people that worked on the staff. Today, here is mark rager from the bureau of planning. Art hendricks from p.d.c. and carl lyle. I am not sure if he is here but these were the main staff that were working on that. Centennial mills is the mayor mentioned is a tremendous site. It's one of the last remnants of Portland's working waterfront. It is a, at the cap stone of the pearl district. It's the farthest end and as you can see in the power point we have identified two locations of it. It's on the river. It has wharf. And it is in a excellent location for redevelopment. Two plans that you have in front of you, the one at the lower corner was the plan developed in 1992 that identified a significant public open space on the river, open space that actually brought the river into the city, which, where the river district got its name. There's been various plans over the years that have identified reuse. The plan right in front of you right now is the peter walker master plan for parks, identified a series of three parks. Just for your information, one of the parks the neighborhood park where we are working with the bureau of parks and we are going to be issuing an r.f.p. For the neighborhood park, probably by the end of this year. Couple of the other plans that we are seeing there in front of you is the pearl district development plan, and then most currently the north of lovejoy urban development plan that was done in 2003, that looked just north of lovejoy and included a couple of sites there. The site of centennial mills is a four and three/quarter acre strike that has 12 structures cobbled together since 1910. The amount of unit is located at the site. As I mentioned before it's one of the last remnants of Portland's working water

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front. The background of the site, p.d.c. implementing city policy purchased the site from a.d.m. in 2000, to implement the city's goals of open space. We, for the \$7.7 million that the city acquired it for, there was \$1 million of that was from the bureau of environmental services, to implement innovative storm water treatment of the site. Couple of the other dollars in there that you can see there's a, a little bit of \$3 million for the m.p.u. and then just operating costs since acquisition brings the city's current holding costs on the site of about \$12.5 million. As the mayor mentioned, in 2005 there's mounting pressure from community interests urging the p.d.c. To explore fur opportunities for the site other than tearing it down to see if we can explore redevelopment plans to preserve and rehabilitate certain portions of the building. In may of 2005, the council issued a resolution -- let's see if I can remember it here. 363.20 that requested the bureau of planning and p.d.c. to work together to develop a comprehensive plan for the site.

Joe Zehnder, Bureau of Planning: I'm joe zehnder with the bureau of planning. I will describe the work we have gone through to present this report to you. It was a process built around community deliberations and a technical study of the site. The public outreach and input included a 12-member citizen advisory group that met five times over the life of the project to help set the goals and the public objectives for what we want to do. Centennial mills and also review with us the findings of the technical work. We also did 10 to 15 stakeholder interviews as well as held two public meetings with attendance of 50 plus people. The process included a technical study team that included representative from a number of city bureaus including transportation, parks, environmental services and development services, as well as a consultant team of cpff engineers, sera architect and landscape architects. We produced the draft report in september of this year. The purpose of the study of the framework plan was not to design the redevelopment of the site but rather to spell out the public goals and objectives for the site's use and for its redevelopment and to set a clear foundation for seeking development proposals for the site. In addition to that sort of set ourselves up to be able to efficiently consider development proposals we wanted to make sure we had a high level of stakeholder confidence in this direction. We wanted to make sure we put squarely on the table to get a high degree of design quality and whatever comes next and we wanted to generate some general excitement about what the great opportunity that centennial mills represents. In terms of the first stage of our study was to examine exist, conditions at the site. Steve's already described the size of the site. It's a collection of different buildings. There's basically four different types of buildings. There's grain elevators, mill structures, warehouses and a wharf. The mill buildings in particular have very interesting sort of internal spaces. This photograph here is of the starch mill which has this internal atrium. The elevator buildings themselves look like buildings from the outside but they're large really holding bins for grain. This, when you look at this photograph in the upper right corner, this whole structure hires nothing but the grain elevator. This is one of the mill structures in the lower building is also one of the mill structures. All the buildings that might be reused, of coursings are going to need seismic upgrades. We did investigations into the soils conditions, and found clearly that reuse of the site or new development of the site both are going to need to use pilings or some other reinforcement of the foundation. There is some suspected contamination on the site related to underground storage tanks but we have sorts of a clear enumeration of where we think those are. In terms of the wharf, which is this area of the site that's sort of, the eastern most that sticks out over the water is all wharf structure. On examination of the piers supporting the wharves we found many are significantly deteriorated and will need major repairs to keep the wharf in use and got an understanding of the order of magnitude of what that issue is about. In addition to looking at existing conditions, we also looked to how other cities have handled similar waterfront reuse sites to get some inspiration about some illustration what the potential is. And we found example that is ran the gamut of the kind of uses people have talked about on centennial mill. Including in seattle gasworks parks which is a major open space use. Arch use such as in massachusetts. Office development on sites that are

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these waterfront industrial historic waterfront industrial areas as in baltimore including residential development. The precedents are out there for redevelopment of these kind of sites across the entire gamut of uses. The opportunity that the process and the citizen group identified, first awful, is that the site, centennial mill as the mayor said is singular. It's unique in the city. And in terms of being a book end to south waterfront and to tom mccall waterfront park in terms of where our central city can reach the waterfront. And more locally, for the pearl district itself, you can see that the work that we have been doing over the years and the development of hoyt street properties and the extension of those park blocks as well as the overall development of the pearl, this becomes the northern term ness, the place where, again, we could have the potential to create an anchor similar to the way the brewery blocks work on the south. The process looked at opportunities and constraints and summarized those on the sites in terms of open space. Clearly there's the opportunity and the need to create connections along the river. But also connections back across naito parkway and the railroad to the neighborhood and this idea of the centennial mills is open space became clear in our deliberations that some parts of that open space needs to be as large and contiguous park or open space as we can create. We need to -- that there's the opportunity to go beyond just a linear sort of waterfront connection. In sort of history those mill buildings I pointed to earlier are really what people hold in their mind when they look at centennial mill and see the industrial heritage and the character of the place. Those two mill buildings became the highest priorities to consider retaining. There was a desire to retain the wharf, given that at one time downtown Portland was lined with wharf structures like that. This is really the only remaining one in the city so it has a unique role in that regard, even though its reuse presents some challenges. Clearly, the site has potential for new development, even with saving of these historic structures and you can see that around those, the right kind of infill could be introduced to the site. And there's, the opportunity on the site for some significant environmental improvements, tanner creek flows through the creek. There's an idea to possibility daylight that. And as steve already mentioned, the site was in part purchased with b.e.s. funds, was seeking innovative storm water management as part of this solution. We this the site has that potential. The conclusion of the plan was really to frame up knees five redevelopment principles. First, is the notion of providing open space. As I said, site was originally required for open space on the waterfront and that's still important. And as you all know there's limbed opportunities really for this kind of open space along this stretch of the willamette. The second framework principle is to new development, reuse of the site should capture the site of history. It's one of the few remaining industrial complexes on the river. And that industrial presence and waterfront presence is one of the reasons Portland is here. And had you think about it omsi is similar case in the past where we have had new development reuse and retained industrial heritage so we know that's possible. The third principle in the redevelopment plan was, define community focal points and what this really means is as I said earlier, this site, in its private development and in its reuse and in its public use possibility in part as open space, will become a public attraction. That doesn't mean it's just singularly a single sort of attraction but a collection of all those uses are a place where we want the residents of the pearl and others visiting the downtown to be attracted to. Similar to when you think of the center of activity that the brewery blocks represents on the south side of the pearl district. And this idea of development that creates a focal point, creates activity could include cultural uses. The Oregon maritime museum and other arts groups participated throughout our process to make the point that of the potential that including a cultural use like that as part of the mix could bring to the site. Fourth principle was to embrace sustainability. Portland's at the forefront of its commitment to sustainability and introducing those into how we develop sites and how we develop buildings and the innovation in that can be part of the redevelopment of centennial mill. And finally to strengthen connections. And this was, I think, I am straighted earlier in the maps that steve showed of just when you look at a map, sure, centennial mill is the northern part of the pearl but it's separated from the pearl and

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actually the rest of the central city by naito, railroads and strengthening those connections across and back into the city for both pedestrians and others is an important part of the public objectives that the process identified that it wanted to accomplish with the redevelopment of the site. We took a look at just some scenario, not really as I said to design the site but just to illustrate the range of ways that making, that those five kind of objectives could be met on the site and it ranges from the upper left-hand corner where it's predominantly park and the police, mounted police unit to the bottom row which are more intensely developed versions of reuse of the site. These scenarios, these thumbnail sketches also illustrate a number of points that we just wanted to keep in the plan because we thought they were interesting ideas that we wanted the development proposals that we are going to come in the next phase to possibly consider and these include, you know, we could vary how and where a pedestrian bridge gets across naito and the railroad tracks over to the pearl district. There's some flexibility there. Or even doing it without a bridge and using a street connections to accomplish that. There's some variety about how you treat the mounted police unit. Relocating it on site, possibly consolidating it or finding another location for it. There's a possibilities of developing with or without daylighting of tanner creek and also variations on how you reuse the wharf. All of those scenarios we illustrated just to test. The next stage of the process is to, as steve will explain more thoroughly, is to go to solicit development proposals to evaluate how these differing pieces could come together. And in doing that those proposals are going to have to consider some of the tradeoffs. They are to consider historic buildings versus new development and how you appropriately balance that mix. As I said, this process fell pretty hard or soundly on the importance of preserving the mill buildings if possible. Open space versus development, clearly there's tradeoffs there that the future development of the site is going to seek a balance of. The mounted patrol unit as I said, there could be variations on how we accommodate that use on the site. And the tradeoffs of those will have to be considered. The wharf retention versus river bank restoration is another tradeoff. There's opportunity, the waterfront along centennial mill is a good opportunity to restore habitat in the willamette. In many ways, having a wharf is not one of the best ways to do that but there are other parts of the site that could be accomplish. So as we are looking at the feasibility and desirability of reuse the wharf we will balance that with how we accomplish riverfront improvements, park, wharf new areas or even a public use on site needs to provide parking. So the development scenarios are going to have to evaluate carefully what the most effective and creative ways of providing for that, either on site, underground on site or possibly shared use with surround building uses that would take it off site. And finally, as I said earlier there's been a sig -- regular expressions of interests among cultural organizations as being part of whatever gets developed in centennial mill our development proposals will ask them to consider that as well.

Shain: Hopefully we will have that framework plan that you will accept today and then we need to implement it. The framework plan, one of the things joe has pointed out and I think one of the major distinctions is that we are not asking for a specific proposal. We are asking for a raining of creativity. We are asking for that range of creativity and we are going to be asking out nationally and internationally seeking teams that can address how they would respond to the framework plan. The importance of the r.f.q. Process is to get us to think creatively about the possibility for Portland inherit in a project the scope of this size and this location and for us to ask the hard questions, what it is that Portland really wants to create at this important site. We are going to, the current plan is to send out 500 to 1,000 notices to developers, planners, architects. We are already receiving interest in waterfront conference that was here recently I already received some calls from the attendees there. We are going to be looking forward at that point then is to bring that group down to a smaller number and then to work with three teams after a public process. And working with them offering them a stipend to develop a design and development project. We are not looking at more than we stress again, it's more of a development project as opposed to a design study. We are looking to see

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feasibility, looking at the economic numbers that they can provide and kind of the program that they providing for. We are the next step is to go to the after you accept the plan today is 20 go to p.d.c. Commission on the 22nd of november, have them adopt it. Adopt the plan and to adopt the implementation study at that time. And that a what we hope is in spring of 07 we will have the process complete, reviewing those responses and hopefully we will have a final respondent that we can enter into some form of memorandum or disposition implementing the goals of the framework plan mid next year. Thank you.

Potter: Do we have questions of the folks for council?

Saltzman: The issue becomes how much do we want to frame this r.f.q. process to weight or not weight but ensure that we at least what we are looking for is a significant public open space and restoration of a, or maintenance of a public wharf and access to it. To me those are critical elements. Some of those don't have the public wharf. Seems to me if we don't maybe sort of say at the outset that the one wharf has to be part of it that we are going to get a lot of people just like a lot of people five or six years ago centennial mills said no choice but to demolish it. I would think a lot of prospective developers would view the burdens, liabilities, everything that goes with public wharfs as such that they would look for an option that wouldn't include the public wharf. And then the other part is because this is a significant part of the waterfront connections to the river district that having a significant open space there. In response to those ideas of sort of somehow making those two principles more articulated in the r.f.q.?

Shain: Commissioner, though they may not have been specifically identified in there we will include comments making sure that there is significant open space. We have been working with the bureau of parks on a regular basis, and the wharf is one of the avenues of public-private partnering. We would envision it being the group way australia but we need to make sure it's public access and publicly, as you are saying publicly owned, are --

Saltzman: I don't know if i'm saying publicly owned but I guess the wharf, we want -- I think it's important that I would like to see the maritime museum have a home there, I would like to be able to see liver craft moore there and see a development that embraces the river in that regard. I guess what's what i'm asking about.

Shain: We can include those in the r.f.q. Process. We will figure out how to frame those to make sure we capture your views but open space is a major thing and I think the public wharf --

Saltzman: Yeah. I mean not public so much ownership but access to a wharf. But also one that could be a home to the maritime museum.

Shain: We've met with the maritime museum. And they are here and I think they are ready to speak. One of the appendixes of the framework is, lists the group of interested parties that are not necessarily developers, but have expressed an interest in being part of the centennial mills framework plan, maritime museum is one of them. Myer memorial trust, arts groups have been ears so we will make sure that they play a role as we get to the smaller group of respondents.

Zehnder: Part of the strategy here has been to use this next phase really to do the financial reality check of some of these plans, of some of the ideas rather than just have us sort of design an ideal plan with no clear sort of path of how it actually gets financed or developed so the challenge falls back on the development teams to do that and then the r.f.q., r.f.p., we could ask specifically for scenarios that do both of those options that you recommended. And then you will have something to, you and the p.d.c. will have something to compare to evaluate. One thing about the wharfs it clearly could be one of the places where public money is necessary because of its condition. So if we ask for some scenario that considers with it, and if they want it, come in without it. If they want to try to make that case, fine. We will be able to judge how much money is worth preservation of that feature.

Saltzman: Thanks.

Potter: Thank you, folks.

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Adams: Thanks.

Potter: Do we have a signup sheet?

Moore: Yes, we do. We have six people signed up. If you come up three at a time, we have Steven Edelson, Bob Layfield, and Bob Altan.

Potter: Would you call the next name, please.

Moore: Melissa Darby.

Potter: Thanks for being here, folks. When you speak please state your name for the record and you each have three minutes.

Bob Layfield, Oregon Maritime Museum: Bob Layfield with the Oregon maritime museum. And first of all, I would like to thank the city council, Portland development commission, the Portland planning commission, and all those other interested, potential stakeholders in bringing Centennial Mill to where it is today. I just, I am blown away by it, gentlemen. Thank you. And on behalf of the maritime museum, thank you. The maritime museum feels very strongly, and I just heard Portland development commission support us, that the preservation and restoration of the historic wharf is essential to the success of Centennial Mill. Not only for the possible moorage of the steamer Portland, perhaps David Campbell, perhaps the P.T. Boat and other historic vessels but as an access for the community to appreciate the real relevance of what made Portland Portland. That historic wharf is the last one and if it's gone it's gone forever. And it's possible to even to have vessels I heard some comments about, not wanting commercial vessels tying up and perhaps not that's not a good idea but perhaps private vessels to enter the Pearl District from the river as well as from the Peter District to be able to get down to the river would be a real asset to our community. I'm not going to speak very long. I would like to mention that we really believe that the waterfront access is so important that I encourage Portland development commission, the city council, and the city planning commission to move forward, that that wharf should stay there, and also I would like to say that our maritime museum is very fortunate to have over 100 volunteers, a very dynamic board of trustees, and a very strong donor support group. This year, we are spending, by the time the year ends over \$200,000 in the upgrading and improvement of the steamer "Portland." and another \$180,000 that is already been earmarked for to bring that vessel up to coast guard certification. Our goal is to use it as a training, as an educational vessel to move with different children, adults, to view parts of the river that we don't normally see when we are walking on the waterfront. We have a great deep water port. There's historic sites that were once ship building sites during World War II and even World War I so we would like to see those sites recognized and we do have 90% of our stuff presently in storage all over the city, indoors and outdoors. We would like to see that brought together and kept at a land side site. Thank you, gentlemen.

Bob Altan: My name is Bob Altan. I represent "Save the P.T. Boat" inc. We have the only operational World War II P.T. Boat left in existence since World War II. It's here in Portland. We support the effort of the Centennial Mill with the maritime museum. We could see our P.T. Boat tied up at the wharf, if you doesn't have a wharf you doesn't have a spot to tie up our boat. There's only three or four other P.T. boats in existence in the United States. They are in land locked museums. They are not in the water. And if we don't have a good wharf we don't have the public access and we don't have a boat that's in the water. So with that in mind I guess I had just like to say that you really need to focus on having the public access wharf and think about our P.T. Boat being there some day. We're not there now. We are down at an inactive navy pier. Only public access now is through the coast guard base, which makes it very inconvenient and we are building a small museum. And we would like to some day be down there with these guys at the Centennial Mill. That's it.

Potter: Thank you.

Melissa Darby: My name is Melissa Darby. I am on the Portland historic landmarks commission and I am here at their behest. We haven't read the complete and latest report but we did get a

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presentation very similar to the one you got today a couple months ago. And we want to voice our support for keeping as many of the buildings on site as possible. We also want to reiterate to the council that we think part of the package should include the list of investment tax credits and the other tax benefits that Oregon provides historic buildings. So that should be part of the packet when they send out the request for proposals or whatever it's called. So that's all I have to say. So thank you very much.

Potter: Thank you, folks, for being here.

Neilson Abeel: Hi. My name is Neilson Abeel. I reside at 1325 n.w. Flanders, 15-year Pearl District resident. And I actually sat on the Citizens Advisory Committee for Centennial Mills. And I would like to thank both the mayor and the city council and P.D.C. And Planning Commission for stepping back and taking another look at Centennial Mills. This is an absolute opportunity for the city to have a public-private creation here, saving as much of the Centennial Mills as is possible. It's going to take a very sophisticated look at this project because it is going to be driven by a for-profit developer at some point. But, and one, one riverfront development that I would like to point out to P.D.C. And the Planning Commission is, which has been very successful and is a public-private development in New York City, is the South Street Seaport and it combining both a museum and for-profit stores. Now, the thrust of the South Street Seaport is on a perpendicular pier and in Portland don't have perpendicular piers. But if you have the concept that Centennial Mills wharfage could be a linear South Street Seaport you begin to see where I'm going with this. It could be a whole lot of things. I don't know about the risk entailed with having it as a public terminal but it could be the most downstream northern ferry terminal, for instance, and it certainly would be a perfect place for the Oregon Maritime Museum. The one last thing I would like to say about making the connections from the Pearl District to this is, please go back and look at Peter Walker's soaring boardwalk. The developer along Northwest Tenth Avenue have incorporated the boardwalk concept all the way up to the start of the neighborhood park. And in Peter's first drawings that boardwalk goes up over all the right of ways and connects to the park just at Centennial Mills. And it's a -- it would be a real signature piece of construction for the city of Portland. Thank you very much.

Patricia Gardner: Hi. My name is Patricia Gardner. I reside at 1116 n.w. Johnson Street. And as Neilson, I was also on the Citizens Advisory Committee and I want to say I've been very honored to be part of this process. These meetings were tremendous because this is such an iconic site. It gets people very excited. There's a lot of ideas that people throw at you and when they find out you are on the committee they want to tell you all of them. This is a site that people get very excited about. Across the city. And I wanted to state that this site is so inspirational. It's not just inspirational to the Pearl but again that larger view. This is our book end to South Waterfront. And because of that, I think that the document that's put together is trying to get that sense of excitement and creativity flowing so that we can really, really capitalize on the opportunities, not only to physically link our history to our future, but link our west side to the river, link our east side river activities to our west side, there's just so many directions that can be made there that people are really generally excited. And so one thing I would say as we move forward, as we move forward, that we just need to continue to keep the process really open because people, I get questions all the time. What's happening? What's happening? People really want to know what they're curious about it. There's a lot of beloved institutions like the Maritime Museum who have talked about it that people care so I would just say that I would just challenge as we move forward, challenge everybody to try to keep it open in some fashion so keep with be part of it. And then also just in general, I would just also recommend that we remember to dream a little bit. You know, it is going to be hard when we start looking at the economics to be, like, oh, this is a really tough site but it's also a very rare site and we are going to have to dream. And I would just say, let's get our backbones up and we will try help you out as much as possible but we are going to have to keep that in mind. Thank you.

Potter: Thank you very much, folks.

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Stephen Leflar: Hi. I'm steven leflar. I was on the I will call it the advisory committee. I wasn't going to speak but it was such an exciting project to be part of, and i've been on several, and rather disappointed but this one was one where I felt a deep sense of responsibility by p.d.c. In responding to all of the concerns and issues. And it also made me realize what a significant site it was. When I was a kid is used to go down in that area and poke around and I loved it. Wrote a poem in high school about it and stuff. There's not much of it left. But I also realized that aside that it's kind of a nexus for several things, not just space being the end of the park area or touching the river, but it's, to me, it connects what I think of as the ring of the greenway trail. And what I would like to think of as a cultural ring around the core of Portland rather than it being entirely business, that there are several layers of rings around the core, one of them being economic. And I think that the interest in the arts and the historic aspects like the maritime museum begin to create nodes on that ring, and that this could actually be one of the sort of loadstones for it. But most of all I wanted, as was said before to thank everyone for being so responsible and not just picking it as another project, but a project that has a vision that developers can rise to. And that's what I would like to see is them rise to the occasion. Thank you.

Potter: Thank you.

Moore: That's all who signed up.

Potter: There is anybody here who wishes to testify on this matter who did not sign up? Ok. Please call the vote.

Adams: Well, I think this is very exciting and it wasn't long ago before -- wasn't that long ago when the major thrust of the future thinking for this site was to just level it and I think this is so much more inspiring, so much more appropriate. It's the connection back into the pearl. It's the exclamation point on the river district and the pearl. And we recently had a study done on water taxis, the opportunity for water transit, developing water transit in the city of Portland, which I am very interested in and one of the reasons that the study came back saying that it was not feasible is that there were not enough near -- there were not enough river bank connections. There were not enough river bank amenities. There weren't enough places for people to get down to the river to want to go down towards the river and actually access the water because you got to get down to the water kind of on its level in order to board and unboard any sort of watercraft. And if you think about it we just don't have a lot of those opportunities in our city. The river still runs through this town, you know. It's there in the middle of the town but it's really far away when you try to actually get down and touch it. So I think this is another opportunity for us to sort of rethink that and in the process, open up all kinds of other transportation opportunities in the process. So i'm very inspired, and grateful for the work that's been done. And I like forward to continuing to support its implementation. Aye.

Saltzman: Well, i'm very pleased to support this. I do very much heartened by the sort of turn around in our whole thinking towards centennial mill, look at it now something other than just to demolish but to look at the potential uses it really presents. I'm heartened to hear any request for qualifications will include some sort of requirement that option address preserving the wharf and also providing significant open space, that those will be options that cannot -- not be addressed in any response in terms of the vision we're looking for. So good work to the steering committee and much success. Aye.

Sten: Well, this is a great piece of work and really kind of whets my appetite to see what comes in. Really strong interdisciplinary team between the citizens and p.d.c. And planning. And the river advocates so I hope your enthusiasm is contagious through the development community and look forward to helping you with to figure out how to mover on here. I vote aye.

Potter: Anybody that goes to centennial mills becomes enthusiastic about it. It's a beautiful building. It's a heritage of our past. You go inside and you see those mill floors, how thick they are, and how strong the beams are that were designed to hold several million pounds of flour or

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grain on each floor. When you look at some of the control panels, that's what really took my imagination. Those control panels looked like they're out of a silent movie from the 1920's called "metropolis." I could see if we were to develop that using those control panels to really represent what was here in the past and connect our past to our future. I just totally excited about it. This issue came up during the campaign, and what I heard very clearly is that people want to give centennial mills a second chance. And I think we've got that opportunity now. And like commissioner Saltzman, I think it has to have a clear connection to the water, one that not only is its history but its future as well. So I am just excited about the possibilities for this beautiful building. We have the mounted patrol unit there now. As the commissioner of police, I would like to see them stay there. I think horses have a connection to the past and to our history and how that area was used. And obviously, the police want to stay there because it's so close to the downtown area. But i'm very open to the creativity of our community to come up with a wonderful design for that and keep the very best of it and make it part of Portland's icons in terms of its images. And that the space that it creates in that area. It's just exciting. You can tell I normally don't -- i'm not that effusive at city council. [laughter] but i'm effusive about this and I think it's a wonderful opportunity for our community. And I appreciate the understanding and support of our city council in seeing this great potential and I volt aye. [applause] [gavel pounded] we are adjourned until next week.

At 4:14 p.m., Council adjourned.