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CITY OF  
**PORTLAND, OREGON**

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**OFFICIAL  
MINUTES**

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A REGULAR MEETING OF THE COUNCIL OF THE CITY OF PORTLAND, OREGON WAS HELD THIS 16<sup>th</sup> DAY OF AUGUST, 2000 AT 9:30 A.M.

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

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

Due to the scheduled absence of two Council members, no emergency ordinances were considered. Also, items could not be heard under a Consent Agenda. Commissioner Hales cancelled his absence.

**REGULAR AGENDA**

- 1146** Cash investment balances July 1 through August 2, 2000 (Report; Treasurer)

**Disposition:** Placed on File.

- 1147** Accept bid of Andersen Pacific Contractors, Inc. for Fanno Basin multi-use path project for \$487,909 (Purchasing Report - Bid No. 99988)

**Disposition:** Accepted Prepare Contract. (Y-4)

- 1148** Accept bid of Wildish Paving Co. dba Wildish Building Company to furnish improvements to well sites 36 and 37 for \$1,202,001 (Purchasing Report - Bid No. 100066)

**Disposition:** Accepted Prepare Contract. (Y-4)

- 1149** Accept bid of James W. Fowler to furnish conduit isolation and improvements Larson's intertie for \$3,840,000 (Purchasing Report - Bid No. 100074)

**Disposition:** Accepted Prepare Contract. (Y-4)

- 1150** Accept bid of Par-Tech Construction, Inc. to furnish remodel of fire stations 10 and 14 for \$901,526 (Purchasing Report - Bid No. 100090)

**Disposition:** Accepted Prepare Contract. (Y-4)

- 1151** Accept quote of Platinum Construction Services, Inc. to furnish Macleay Park restroom renovation for \$50,303 (Purchasing Report – Informal Bid No. 100115)

**Disposition:** Accepted Prepare Contract.

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- 1152** Accept bid of Triad Mechanical, Inc. to furnish Beebe pump station for \$240,451 (Previous Agenda 1131; Purchasing Report - Bid No. 99611)

**Disposition:** Accepted Prepare Contract. (Y-4)

**Mayor Vera Katz**

- 1153** Authorize a temporary loan from the Water Fund to the Special Finance and Resource Fund to provide interim financing for the Convention Center expansion project (Resolution)

**Disposition:** Resolution No. 35911. (Y-4)

**Commissioner Jim Francesconi**

- 1154** Accept contract with S & R Roofing, Inc. for station No. 45 reroof as complete and make final payment (Report; Contract No. 32642)

**Disposition:** Accepted. (Y-4)

- 1155** Accept donation of 30 treadmills for the Bureau of Fire, Rescue and Emergency Services (Ordinance)

**Disposition:** Ordinance No. 174749. (Y-4)

- 1156** Accept donation of \$755 in appreciation for the Bureau of Fire, Rescue and Emergency Services (Ordinance)

**Disposition:** Ordinance No. 174750. (Y-4)

**Commissioner Dan Saltzman**

- 1157** Accept completion of the Columbia Boulevard Wastewater Treatment Plant tunnel system sump pump replacement project, Project No. 6682, and authorize final payment to JEC Incorporated (Report; Contract No. 32712)

**Disposition:** Accepted. (Y-4)

- 1158** Authorize the Bureau of Environmental Services Solid Waste and Recycling section to offer up to \$1,000,000 from the Refuse Disposal Fund in a joint RFP with Metro to attract a commercial food waste processor to Portland (Previous Agenda 1142)

**Disposition:** Resolution No. 35912. (Y-4)

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**Commissioner Erik Sten**

- 1159** Accept contract with Fuiten Mechanical, Inc. for Lusted Hill improvements as complete and make final payment (Report; Contract No. 32495)

**Disposition:** Accepted. (Y-4)

- 1160** Accept contract with K & R Plumbing for the HDPE pipe relining and rehabilitation of Ira Keller Fountain as complete, approve Change Order No. 2 and make final payment (Report; Contract No. 32882)

**Disposition:** Accepted. (Y-4)

At 9:50 a.m., Council recessed.

**AUGUST 16, 2000**

A RECESSED MEETING OF THE COUNCIL OF THE CITY OF PORTLAND, OREGON WAS HELD THIS 16<sup>th</sup> DAY OF AUGUST, 2000 AT 6:00 P.M. AT KAISER TOWN HALL, 3704 N. INTERSTATE AVENUE.

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

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

- 1161**     **TIME CERTAIN: 6:00 PM** – Approve the Interstate Corridor Urban Renewal Plan (Hearing; Ordinance introduced by Mayor Katz)

**Disposition:** Passed to 2<sup>nd</sup> Reading August 23, 2000 at 9:30 a.m. Time Certain.

**REGULAR AGENDA**

**Mayor Vera Katz**

- 1162**     Amend the Oregon Convention Center Urban Renewal Plan to cause notice pursuant to ORS 457.120 to be made only for amendments which would add land to the urban renewal area more than one percent of the existing boundary of the area, or increase the amount of maximum indebtedness allowed under the plan (Hearing)

**Disposition:** Continued to October 18, 2000 at 6:00 p.m.

- 1163**     Amend the Airport Way Urban Renewal Plan to cause notice pursuant to ORS 457.120 to be made only for amendments which would add land to the urban renewal area more than one percent of the existing boundary of the area, or increase the amount of maximum indebtedness allowed under the plan (Hearing)

**Disposition:** Continued to October 18, 2000 at 6:00 p.m.

- 1164**     Amend the Downtown Waterfront Urban Renewal Plan to cause notice pursuant to ORS 457.120 to be made only for amendments which would add land to the urban renewal area more than one percent of the existing boundary of the area, or increase the amount of maximum indebtedness allowed under the plan (Hearing)

**Disposition:** Continued to October 18, 2000 at 6:00 p.m.

- 1165**     Amend the Oregon Convention Center Urban Renewal Plan to allow expenditure of tax increment proceeds for improvements on the Convention Center premises (Hearing)

**Disposition:** Continued to October 18, 2000 at 6.00 p.m.

- 1166**     Amend the South Park Blocks Urban Renewal Plan to cause notice pursuant to ORS 457.120 to be made only for amendments which would add land to the urban renewal

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area more than one percent of the existing boundary of the area, or increase the amount of maximum indebtedness allowed under the plan (Hearing)

**Disposition:** Continued to October 18, 2000 at 6:00 p.m.

- 1167** Amend the Central East Side Urban Renewal Plan to cause notice pursuant to ORS 457.120 to be made only for amendments which would add land to the urban renewal area more than one percent of the existing boundary of the area, or increase the amount of maximum indebtedness allowed under the plan (Hearing)

**Disposition:** Continued to October 18, 2000 at 6:00 p.m.

At 10:00 p.m., Council adjourned.

GARY BLACKMER  
Auditor of the City of Portland



By Britta Olson  
Clerk of the Council

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

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## Closed Caption Transcript of Portland City Council Meeting

This transcript was produced through the closed captioning process for the televised City Council broadcast.  
Key: == means unidentified speaker.

**AUGUST 16, 2000 9:30 AM**

[unless noted, there was no discussion on an item]

**Item 1149.**

**Katz:** From 3 -- it is a typo. All right. Anybody else want to testify? We call those scribbler errors. [the dollar amount was transposed – a scrivener's error.]

**Item 1153.**

**Katz:** Does anybody want to testify on this item? Commissioner Sten and I reviewed it. We borrow money from each other, this will be repaid back with interest. Roll call.

**Item 1158.**

**Katz:** Okay. This—yes, this—i know. This was on the calendar last week, and commissioner Saltzman wanted it delayed for a week so I will turn it over to him.

**Saltzman:** okay. Well, this is part of our partnership with metro to see if we can really boost up the commercial food waste processing in this region. Boost it up in a very dramatic manner and to help boost our overall recycling wait and meet our recycling goals of, is it 55%? Or 60%. Commercial food waste is— well, I will have you two come on up and talk about it a little bit more, but this is an exciting partnership, and it really is designed to entice a food processor to locate in Portland so that we can really make a successful commercial food waste processing program. And we need to attract a processor and metro has some enticements that they are going to put together, and we are going to add some money from our solid waste disposal fund as part of it, to suite the— sweeten the pot, and put out an rfi for interest to see what processors might be interested in locating in Portland to give us the ability to get a commercial food waste processing going in the commercial sector, and I will turn it over to you two.

**Lee Barrett, Bureau of Environmental Services (BES):** mayor, and members of the council, last time I was before you, was to discuss the food waste collection pilot program and a contract with waste management as we are investigating, different methods of collecting food waste from various commercial sources, restaurants and hotels, institutions, grocery stores, places like that, we are before you today for kind of the second part of this puzzle, which is once you collect the material and figure out how you are going to do that and who you are going to collect from, we need to determine exactly where it is that material is going to go and how it is going to get processed, what it is going to be made into. In what I think is a fairly unique partnership with metro, we are working with them in conjunction with their proposal that they are about to put out to put out the bid. The disposal of 10% of the region's solid waste. We are going to attach basically our proposal for a food waste processor to that, and I think that it makes—it makes our request for proposals much, much stronger because there is a great economic incentive for the winning bidder to get the metro tonnage to have a good partner in this, in this component. As a matter of fact, the scoring, as it is proposed right now, will be based 60% on basically what we are looking for, which is a food waste processing proposal, and only 40 percent on where the material is going to be going and where it is going to get disposed. Judy crockett, who is really heading up the project, will give you some more details on where we are going with this and we do have a representative from metro here if there are some questions about their 10%.

**Katz:** Let me ask you, before we turn it over to judy, what's the refuge fund now?

**Barrett:** I think it is \$4.8 million.

**Katz:** What the balance would be if we went up to a million dollars?

**Barrett:** well, I believe it is 4.8 now. Council has authorized a million, as the start for the green building initiative, and this would take another million, so it would be 2.8. If both of those went, and if the proposal would seek to, to accept, to accept the full million dollars. There are a lot of other ways for them to deal with this money. They can accept it as a loan. They can tell us that they only need \$200,000 for infrastructure instead of our \$4 million and so on, and the scoring really is going to be based on how much of that million that they would like to accept, as well.

== so it is up to a million dollars but it may—

**Saltzman:** it may be nothing, it may be zero.

**Barrett:** it is all up to the proposal to take the money and see how they can take this and put it into what they believe to be a creative proposal that metro and the city would both like to see happen.

**Katz:** You know my nervousness, it has been cut in half, almost in half, so to the extent you don't need to spend the, the million dollars, that would be very helpful.

**Judy Crockett, BES:** um, mayor Katz and members of the council, I am judy crockett with the bureau of environmental services, solid waste and recycling section. I haven't been before you in the past. I am happy to do so today. I just thought that I would take a little bit of time to tell you how we reached the decision that this was the right thing to do. As you know, you required us or asked us to come up with an ordinance that would require certain businesses to recycle food waste but july 1<sup>st</sup> of next year. And that ordinance was widely publicized, as was our interest in having a food waste processor locate here, and we had hoped, initially, that that might be enough to get someone to actually build a plant. The difficulty with food waste, particularly the kind that we are talking about, which contains meats, is that it is much more difficult to process. You need a much higher level of a permit from deq. Much greater site preparation, so it is a costly and a risky business, and very, very few sites around the country are taking post-consumer, that is meat containing food waste. Very few cities are attempting the ambitious program that we are in this. We currently have an aggressive yard waste collection program, but we estimate that the amount of food waste that we would be seeing is more than the total of the yard waste that we are already collecting. So, we are not only looking at a much more difficult to handle, more expensive material, but we are looking at a lot more of it. So, no one was forth-coming. We got a lot of people contacting us saying that they would be glad for us to pay them to set up a site, but nobody indicated that they were willing to step forward. In december, we issued a request for statements of qualification that would bring to us the company's that had a proven track record of handling this kind of materials somewhere else, and who were seriously interested in locating in Portland. We had 12 responses to that rfq from around the country and also in canada. We had four respondents from canada, where there are little they are a little ahead of us in the food waste composting area. From those 12, we picked eight, and we were on the verge of issuing an rfp to narrow those eight down to one. When metro came to us with this possibility of attaching it to their search for someone to take 10% of their solid waste, which we see as a huge advantage for us, because one of the things that the processors union formally said to us when we met with them, individually and in groups, was that this was very risky for them to do because the city can't direct the haulers to take their food waste to a particular processor, we can only say take it to someone who is permitted to handle this material, but we can't say, take it to "x" company. That meant that if they invested the \$820 \$10 million that it would cost them to set up such a facility, if someone then came in later and set up something with a similar tip fee, their investment would be a washout. And they wanted to know what was the city willing to do to indicate the seriousness of its interest in addition to indicating that we were going to require businesses to set aside food waste and we were going to require the haulers to pick it up. They were looking at some—at having some sort of money on the table from us that would help with infrastructure costs. And the way that the metro rfp is currently structured, is as lee explained, that

we would offer up to \$1 million. The point system would discourage them from taking that money as a grant and would give higher points to people who either didn't need it or would be taking it as a loan. So, we are doing everything that we can to make sure that we spend as little of this money as we possibly can, but we have reached a decision on our part that it is necessary to go forward and offer this money. I would be glad to answer additional questions.

**Saltzman:** and I think as I said earlier, the potential with food waste, a good commercial food waste recycling program is to boost our overall recycling rate by about an additional 5%, so it is a big boost, and it is an area that has a lot of, a lot of waste.

**Crockett:** that's right. In fact, without doing something about food waste in organics, it is going to be very difficult for the city to reach its 60% goal.

**Saltzman:** 60%, okay.

**Katz:** Questions? Metro, do you want to testify? Representative? No? Not particularly? Okay. If there are no further questions, let's open it up to public testimony. Anybody from the public want to testify? If not, this was a resolution, so a roll call.

**Hales:** I think this is another example of how Portland is, has exercised policy leadership in areas that at first seemed kind of strange and unusual to people. Recycling was that way years ago when we were a leader there. Certainly, has been the case over the years in transportation or in energy. You know, the city was very aggressive. Sometime ago in weatherization, for example, so that's one more case where the phrase that we overuse about entrepreneur government, we demonstrated this. I think this is a sound proposal from an agency within our bureau structure that's been innovative and been effective in making things like recycling work, so I think it is a good idea. I think that it is a very worthy effort. One more example where Portland will be among the first and, you know, it will be a trend five years from now, and as usual, we will all have helped start it. So thank you and good work and I look forward to the results. Aye.

**Sten:** We can't reach our goals until we figure this one out, so I appreciate all the hard work and I think it will work, aye.

**Katz:** Well, I am waiting for the day when we will be a two-can family under the sink. I have lived in communities where we have separated the food waste and was very easy and you felt even better when you did that, than when you recycle newspapers and other papers and plastic bottles. So, I am glad that we started on this route. I am a little nervous since I try to keep an eye on our budget, of having the fund go down to that amount of dollars, but I think that this is a, a good commitment on our part to do the right thing, and to meet our goal, and hope that we will not expend the full amount, aye.

#### **Item 1160.**

**Hales:** You know, this is one of the routine items but I want to say it looks great. I think that they did a great job. Water bureau has been doing a great job with maintaining the fountains in general, but on a summer day like this, there is no place nicer so it is great that it is back in action, aye.

**Sten:** It is good to have this one back, and if people are looking to wait for the holiday park to be finished, but they have also got a great fountain over there that's worth checking out.

**Katz:** This is one of our jewels, aye. Are we—we will come back to order at kaiser town hall at 6:00 p.m. To hear the—approve the interstate corridor urban renewal plan, according to the law, we, we need to carry that over, and then we have a whole series of other item agendas that he need to read so that we don't have to expend our resources again on the super-notice. And then we will continue those that hearing on october 18<sup>th</sup>. It has to go—those items have to go—the planning commission, but if we don't do it this way, we will have to—we have to spend an enormous amount of money notifying everybody again. They have been notified, and so I will have to do that. I plan to do that first, and then we will have—we will have the hearing. All right. Thank you. We stand adjourned until 6:00 p.m.



**AUGUST 16, 2000**

At 9:50 a.m., Council recessed.

AUGUST 16, 2000

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AUGUST 16, 2000 6:00 PM

**Katz:** All right. Well, i—all right, everybody, please take some seats. council will come to order. britta, please call the roll. [ roll call ] commissioner Francesconi is out of town. He's on vacation. he has two staff people here who are listening to the item, and he will be here next week. his staff members are listening to the testimony. All right. Before we take on the 1161 item, which is the approval of the interstate corridor urban renewal plan, here's some business that we need to dispose of that will take very—a very short time, but I want Britta to read 1162 to 1167. And then i'll have karen williams talk a little bit about it.

**Katz:** Can somebody turn that fan off? It is very noisy. It may get a little warm, but— thanks. Okay. Go ahead. We're having a little difficulty, because all the fans are on. So let's keep—talk a little closer. All right. Karen, explain to us and to everybody else that might be interested why we're reading all those particular items. [ no audio ]

**Karen Williams, General Counsel, Portland Development Commission (PDC):** my name is karen williams, the general counsel for the Portland development commission. These items are items that we will be bringing before council on october 18<sup>th</sup>. However, in order to achieve some financially—financial economies, because these items have to be included by law in something called a super notice, which is a mailing to every postal patron in the city of Portland, and the adoption of the interstate corridor urban renewal plan also had to be included in a super notice, we did mailing of all of these things together to notify the public of these actions that are going to be taking place. So this evening what we're requesting is that you open the hearing on these items and continue them until october 18<sup>th</sup>. That will give the development commission an opportunity to do the community outreach, explain what the effect of these amendments is, and to have them reviewed by our commission and planning commission before this council votes on them.

**Katz:** Okay. Questions by the council on this item? All right. I'll go through every one. 1162, this will be continued to october 18<sup>th</sup> at 6:00 p.m. 1163, continued to october 18<sup>th</sup> at 6:00 p.m. 1164, continued to october 18<sup>th</sup> at 6:00 p.m. 1165, continued to october 18<sup>th</sup> at 6:00 p.m. 1166, continued to october 18<sup>th</sup> at 6:00 p.m. 1167, continued to october 18<sup>th</sup> at 6:00 p.m. We're going to be bus I october 8<sup>th</sup> at 6:00 p.m. Thank you. 1161. Before i—you can come up. Before we begin the staff report, i'd like to make a few comments. We will hear first from the staff of the Portland development commission. They'll be followed by—and by ken rust. They'll be followed by elected officials who want to testify. Their testimony will be limited to three minutes. And maybe to two, depending on how many people want to testify. Then we will hear from members of the interstate urban renewal advisory committee, as well as anybody else that wants to testify on this particular issue. So if you want to testify, you can sign up, but we usually extend the invitation for anybody to testify whether they sign up or not. As stated in the announcement, we plan to hear testimony on this item only tonight. But—and we plan to stay up to 11:00. So here's the warning on this. We can get a pretty general feeling about where the community is on this issue, so before I say anything else, I need to know how many people are planning to testify tonight. Okay. Then we will limit the testimony to two minutes. Now, for those of you that are concerned about that, trust me, very—we have done that before many times. Usually what you can say in three minutes you can probably say in two minutes. Let me just say another—a couple of other things. There are four classes that are going on in this building at the same time. They're right below us. So i'm going to ask everybody to please keep the noise level down. If you feel that you need to demonstrate verbally rather than clapping, because this is a deliberative body, just raise your hand and we'll know you're agreeing

with what you're hearing. The urban renewal district, before us tonight, really represents a new face of urban renewal. Since november 1999, a group of 54 dedicated citizens and staff representing the community, neighborhood associations, the businesses, community groups, met to discuss the future of the north and northeast area. Discuss, debate, and eventually come to consensus on the plan that you're going to hear about tonight. The group discussed the size of the plan and there was a lot of discussion on that. And the size of the plan grew as the committee deliberated on it. And it grew for very good reasons. And hopefully we'll hear about those tonight. I was thrilled that the community wanted us to consider an urban renewal plan in north and northeast Portland, considering the very troubled past of urban renewal long before any of us were sitting at part of the city council, when urban renewal was introduced into the community in the '70s. And so for those—and I heard from you. I came to several of these meetings. Over and over again, urged the community and will be urging us tonight i'm sure, do no harm. Because they were so concerned about the history of urban renewal in the community. Some of the highlights of the plan you're going to hear—i'm not going to talk about them now. You will hear it from the presenters in a few minutes, but I do need to tell you that because of the statutory requirements, state law, the city has to accept, reject or modify the county's recommendations. Since the county's recommendations do not request changes to the urban renewal plan, but rather request separate council action on funding, and a council request on changing the process, we will not address these requests in the ordinance adopting the plan. Instead, I will ask the Portland development commission, with the help of our office of finance and management team, to prepare a separate resolution for next week that modifies or—modifies the county's recommendations regarding funding and procedure for consideration by the council at next week's hearing. That will give the council members a little bit of time and me a little bit of time to see whether we can all get to some agreement in our tradition with the county, we're—that may be harder now than it was in the past. But to work collaboratively to see if we can get to closure on this rather sticky issue. Having said all that, we will keep testimony to two minutes. I will ask the people who want to testify only on the county's issues to please wait until the very end. And the reason for that is, since i'm bringing forward a resolution and the council will be acting on the resolution, you will have the opportunity to testify next week. If we finish with the testimony on the urban renewal district plan, we will be acting on that plan next week. If we don't, depending on the time constraints, we may have to continue the hearing. I really don't want to do that if we can hear everybody today. So. Okay? Again. Ladies and gentlemen. Why don't you start.

**Felicia Trader, Executive Director, PDC:** good evening. My name is felicia trader, the executive director of the Portland development commission. We're pleased to present you with a proposal to create the interstate urban renewal area tonight. The plan before you represents literally thousands of hours spent by neighborhood associations, business associations, pdc staff, city staff, and numerous other interest groups and individuals. A community's passion characterizes this work. And an absolute determination that this plan will ensure more than any other urban renewal area in our experience benefits the people who already live, work and place—play in this area. At pdc, as mayor Katz was mentioning, we are well aware of the history of the emanuel hospital urban renewal effort, and that it left a bitter taste of many residents, particularly in the city's african-american community. History only repeats itself if you don't learn from the mistakes. Both pdc and the community have learned. Witness the positive changes brought about in our recent efforts to improve mlk and alberta and the recognition from the north/northeast business association, which resulted in an ward to pdc for our community involvement efforts. Witness the involvement of a 54-member citizen advisory committee for the creation of this plan, and perhaps most importantly, witness the mayor's early promise in this process to that condemnation would not be part of this proposal. As stated by many citizens who testified at pdc's commission meeting in june, dislocation of residents is already occurring. This is north Portland's time to catch the opportunity of urban renewal while the community can still shape the future of the area. It is time for interstate to be much more than a tired,

third-generation state highway. While transportation improvements are important, it's just as important for this community to provide improved retail and housing opportunities for residents, it is just as important to build technologically savvy businesses with 21<sup>st</sup> century communication capability, and it is just as important to have quality community facilities and parks for everyone to enjoy. Urban renewal today is about changing what can be better preserved and enhanced but also what has drawn and kept residents here. With the resources provided by this urban renewal plan and the hard work of the next 20 years, we will be building the physical infrastructure to serve this community for many decades to come. The stakes are high. It's an exciting time, and with your approval we're ready to go to work. With that I'll turn it to John Southgate, Portland Development Commission. I think Felicia has covered the essential components of this effort. Basically this—what is before you tonight is the community's plan. We began this process last summer, as you recall, to look at the possibility of creating a new urban renewal area within north and northeast Portland. One of the things we heard loud and clear from a number of community discussions was the need for the community to be integrally involved in this effort. As Felicia mentioned, and add—as you addressed, we appointed an advisory committee and we didn't appoint it, we actually asked all these stakeholder groups, neighborhood associations, et cetera, to name the person they wanted to represent them on this committee. On top of that we held a number of different outreach efforts to maximize people's opportunity both to learn about what urban renewal could mean, and what—how it might benefit them, and to influence the final product which is before you tonight. I'd like to tell you a little bit about how we got from where we were last summer to where we are now. I'd like to ask Alyssa to first put the map from last summer. When we began this process, we did some very preliminary look at what district boundaries might be formed, and a very preliminary sense of what community needs we might help solve with urban renewal. The area you see in all light yellow—down in the far right corner is the existing Oregon Convention Center urban renewal area. The area in yellow, which includes the thinner area going up Interstate Avenue, was the result of our work last summer. It was approximately 1900-acre urban renewal area. We looked at \$100 million worth of maximum indebtedness, which the—both our commission as well as the council directed us to proceed with looking at that larger district and continue to work with the community. Over the months we met with the community, and I'd like you to show the current map. We ended up with an urban renewal boundary which is significantly larger. It's 3700 acres. I can't stress enough this really represents what we've heard from the community. We met numerous times both in our advisory committee, but also with different neighborhood association and other groups and posed the question to them, if an urban renewal district is created here, what parts of your neighborhoods do you want to see this part of—based on your needs, whether it's single family rehab loans, small business assistance, employment opportunities, or transportation needs. So we came up with this boundary, which is before you tonight, this reflects the consensus of that committee. In addition, to determining boundaries, we also asked the committee to help guide us. That's incorporated in the urban renewal plan beginning on page 4, I believe. There's a number of guiding principles. To me the most important one is this urban renewal district should primarily benefit people who exist in residences and businesses within this district. I would say that if we don't do that, 20 years from now we'll look back, we will have failed. I think that's our number one charge from the community. In addition, the advisory committee and through it the broader community, helped us arrive at decisions as to what the expenditures should be within the district. I should also stress that those proposed expenditures are based on the Albina Community Plan. Thank you. This is the board which shows in current year dollars what the proposed expenditures are within this district. The two biggest pieces—in addition to light rail, the two big pieces are housing and economic development. That's consistently the message we've heard from the community, going back at least as far as the Albina Community Plan. Housing and family wages jobs are of utmost concern. That's why those are the two largest items. These expenditures reflect considerable discussion within the community. I want to talk just briefly

before we open up to public testimony about some key tests we have to pass. Under Oregon state law, no more than 15% of the land area and no more than 15% of the assessed value of any jurisdiction can be within an urban renewal district. With the proposed district before you for interstate corridor, we will pass those tests with some room to spare. We'll be at about 12.3% with regard to area and 10.2% with regard to assessed value. What that means is we would have about 2500 acres left of capacity, so as far as we could foresee, whatever future urban renewal districts may be formed, such as gateway, which is estimated to be about 600 acres, there is capacity. So we do meet those tests. We also have to make a finding of—to me it's unfortunate language—a finding of blight. Oregon state legislation requires that finding be made. That doesn't mean slums or anything like that. In fact you look at an area like river district, it's described as blighted because of environmental contamination or lack of streets or underutilization of land. And the report before you goes through that in some detail. If you look at income levels or underutilization of land, a variety of factors, this area certainly will benefit from the use of the powerful urban renewal engine that has benefited large parts of downtown Portland over the decades. I just—the last comment, a little bit about what happens next if the council approves this urban renewal plan. Rule—really our work has only just begun. The next thing we want to do is start crafting a much more refined housing strategy and economic development strategy to get a lot more specific about how housing dollars should be spent, how economic development job dollars should be spent, as well as some of the other topics like transportation, community facilities, that sort of thing. We would hope to embark on that in the fall, come back to you sometime early next year with a proposed strategy for your blessing, and then go about the work beginning next July 1<sup>st</sup>, which would be the first year that we actually start having achieve the community's goals.

**Katz:** I have a question. Does the committee want to stay together and provide that kind of assistance?

**Trader:** yes. As a matter of fact, in the urban renewal plan, there is a recognition of the fact the advisory committee will stay in place for the life of this district. I think it's obviously critical we do that, and we also continue to use a broad-based multifaceted outreach effort to engage the whole community in determining how this plays out, and most importantly how the dollars are spent over the years.

**Katz:** Questions of John? Okay.

**Ken Rust, Director, Bureau of Financial Management:** thank you. My name is Ken Rust, the director of the bureau of financial management. I'd like to take a few minutes to talk about the impact analysis that we've conducted associated with interstate urban renewal proposal. You should have had a copy of this delivered to your offices last week. Our report tried to look at five different areas. Capacity of urban renewal in general, direct revenue impacts on the city's general fund, service costs impacts associated with the district plan in terms of what it may impose on other bureaus in the form of operating costs going forward, impacts on other city tax rates, and property owners, and impacts on overlapping jurisdictions. John has talked already about the capacity issue, and this district will—while it keeps us within the limits puts us closer to the acreage limit, and makes it a question for council when they prioritize future districts, although I don't think that's an issue that will be difficult at least for the next couple of districts that we may be considering. I'd also like to say our numbers in our analysis have worked closely with the numbers prepared by the pdc. Our numbers are slightly different. We've used a slightly different approach, but for the most part the findings are pretty much the same and they deal with collection of delinquency taxes. In terms of the impact on the city's general fund over the 25-year time period the forecast encompasses, the general fund will total about \$93 million. During the next five years, the average annual has we're projecting is \$680,000 a year. In the financial plan the council has approved as part of the current budget, we assumed formation of this district but not to the extent that it's currently proposed. So the financial plan we are currently operating under assumes about a \$238,000 average per year revenue

loss from this district's formation. So what we have is a difference that we'll have to deal with in the next budget process of about \$450,000 per year. That gives you some context for how the change in the district size affects our next budget process. One thing we have not assumed is any additional growth in any general fund revenues such as transient lodging, business license tax. It's difficult at this level of detail with the plan to make any kind of specific projections on how the plan may increase those revenues. They likely will increase, but we simply do not have the information available to make a projection. In terms of other city service impacts, we look primarily at the general fund. Public safety in the form of police and fire and parks. In—many of those are driven by population. While the plan has a significant investment in housing, it's not a substantial growth or influx of new population. Approximately 6500 or so estimated population growth over the 25-year time period. Maybe as much as 450 or so during the next five years. So we're not going to see, in our opinion, a lot of service-driven impacts associated with population growth, but there will be some. We've talked with the fire bureau. They do not believe there will be any service cost impacts. The impacts will be in the police area in terms of officers per how population, and parks based on the kind of plans that the—may be undertaken as we move forward with the urban renewal district in terms of types of improvements and the extent of park improvements. During the next five years our analysis shows additional service level impacts can range between a low of about 179 thousand a year to maybe a half million dollars a year. By the last year of the forecast we begin to 1.4 to \$2.1 million range. These are important issues we'll deal with in the budget context, but not real large service impacts. We also looked at the impact on other city tax rates. Bond rates and the ph. And this district has—as any district does, has a tendency to increase those rates, but the increase is very modest. For example, over the next five years, the elevation of these existing rates may have an impact to a typical homeowner of something less than \$20 over the next 5 years. We've also looked at the impact on overlapping taxing jurisdictions, and clearly the largest impact on the overlapping jurisdictions is with the county and the school district. The county, much like the city, will see losses of revenue into the general fund by sequestering the frozen base and having growth in that frozen base accumulate fund for the urban renewal district. Over the 25-year time period the general fund fixed tax rate has is approximately \$88 million based on our projections, and if you assume that the county will continue to get voter approval of its local option levy for libraries each five-year period going forward, additional compression associated with that levy may total as much as \$14 million. About \$4 million per year would be the county loss based on our estimates, although in year one that number is about \$150,000 gross to about 1.3 million by year five. The school district has a revenue loss, but because of the state funding formula, it looks like those property taxes would be offset by increases in state support. There is one area that could be affected by this, and that deals with the local option levy, recently approved by voters. Due to the way in which compression gets calculated amongst all properties, it's possible that formation of the urban renewal district will increase compression losses of that levy, and if you assume that levy was approved each five-year period going forward over the life of the earl district, as much as \$12 million of revenue loss could occur to the school district's local option levy. That in a quick overview is a summary of our analysis, giving you some sense of the financial impact of the city overlapping jurisdictions, service level impacts and some of the issues we'll be dealing with in the next financial plan and budget process. Thank you.

**Katz:** Questions of ken? Let me ask a question. I am really sorry that people are standing. Is it very warm back there? Okay. I got a note, some people are—folks who are in this building are concerned about the heat. So we'll leave the fans on if you're that warm. We might want to turn them around, because it's pretty cool up here. We're trying. Can you raise the—it's either the fans or—you know—okay. We'll get as close to the mike. We're not going to take—what? [ no audio ] not you. Us. Thank you. Otherwise we'd be here for a week: All right. Let's then start with public testimony. We'll take three—we have elected officials. Let's ask the elected officials to come up. They have two minutes.

**Bev Stein, Chair, Multnomah County Commission:** thank you very much, mayor Katz and members of the council, for allowing us to testify first. We appreciate that. I am here with my fellow commissioners, commissioner naito and cruz. Two months ago we were made aware of the fact there would be a loss to the services that the county provides of over \$100 million over the next 25 years as a result of this urban renewal district. The services the county provides, of course, are elderly services, mental health services, public safety services, library services. The state law says that what our role is is to make recommendations to city council. On august 4<sup>th</sup>, we unanimously made the following recommendations to city council. We recommended a change in the process of formation of future districts. We said we wanted to support light rail. And we recommended that the city acknowledge the loss to county services and invest \$2 million per year in early childhood programs. Now, we've been asked, or i've been asked why this is a concern right now. And there are a variety of concerns. Certainly one the size of the district triggered our concern, and the impact of measure 47 and 50, which I won't go into now, because of the two-minute limit. But the most significant probably is the change in the definition of quality of life that we now have, I believe, in our community. Businesses used to come this community and say, what are the concerns of your sewers and your roads? Now they ask, what's the condition of your work force? Do you have an educated work force? 25 years ago, downtown Portland goals were focused on buses and redevelopment. Now it's schools and the river. Both parents and two-parent families are now working and we have single-parent families who need more community support to survive and thrive. Our investments need to track these changes. We need to balance our investments in very important physical infrastructure like urban renewal, which I support, with investments in people, especially children. The long-term investments in children—i'll be done in just a second.

**Katz:** Your time is up.

**Stein:** I understand. I know this is an unusual situation where i'm at odds with the mayor. But this is not about the city budget or—budget or the county budget. They're both constrained. It's about community priorities. A few years ago we both stepped up to schools because it was a community priority. Now we both need to step up to early childhood investments. Thank you.

**Lisa Naito, Multnomah County Commissioner:** mayor Katz and city commissioners, i'm lisa naito. I'm here to offer my support for your proposal and for the proposal of chair stein and—to invest in human capital in conjunction with your capital investment in bricks and mortar through urban renewal. I know that each of you have been community leaders for early childhood services, for schools and for homeless youth. I think we can all agree that we must step up as a community for our children together. I know you are all aware of the science that supports what every parent knows, that the first few years of life are critical for early learning, and for making emotional attachments. Children that are abused or neglected in these early years form neural connections that's different from children that are nurtured and given opportunities for early learning. Investments in early childhood service and families to prevent abuse and neglect are now proven to be cost-effective. These pay for economic development because children enter school ready to learn, they pay off in terms of public safety, as evidenced by the recent report from the citizen's crime commission. I'm currently serving on the public safety subcommittee, and our focus has been preventing juvenile violence through early childhood interventions. We are proposing that the city invest in two programs that have been proven through research to be effective. The prenatal and early childhood nurse home visitation program, and early head start. Both services were endorsed by the crime commission. We would welcome the opportunity to work with you on the specifics and we envision these to be new services that's not now provided in our community by any government. Investments in urban renewal are long term, so are investments in children. Every dollar we invest in early childhood can have as much as a fourfold return on our investment. I appreciate your consideration of this proposal and look forward to continued collaboration in providing public services for our community. Thank you.

**Katz:** Excuse me. I do see the hands. Thank you.

**Serena Cruz, Multnomah County Commissioner:** my name is serena cruz. I am honored to be here tonight to express my support for the inner state corridor urban renewal plan and to listen to the testimony from my neighbors who have been involved in this project for many months.

Congratulations to you first much all for holding this meeting here in the evening and in north Portland. This is an incredible opportunity and there clearly is a great deal of energy and desire to share with you opinions on this issue. By holding the meeting here, you are letting all of us know how you value this community and how seriously you will take our input in this urban renewal process. As mayor Katz and I will shorten all of these down, referred to, you all deserve appreciation for the new urban renewal process and for bringing together such a diverse group of folks to work on these issues. I would like to express my support for the proposed urban renewal boundaries, specifically the inclusion of the portsmouth neighborhood, the communities application for a hud hope 6 project is a much stronger one. I am also pleased a library was included in the public improvement priorities of the plan, a group of north Portland residents, advocates for a lombard library are working hard to get a library branch in the underserved portsmouth neighborhood. A future library is a great example of an opportunity for the county to collaborate with the city to meet the goals of this urban renewal plan. Along with all of my fellow commissioners, I would like to take this opportunity to continue to express my support for the i-max light rail project. As a member of the by state transportation committee i'm working with folks in Oregon and Washington to address our transportation concerns. I'm—i-max is a critical link between citizen and jobs, goods and services as well as a future connection for clark county commuters. I-max will also benefit north Portland. Quite simply i'm excited about the role the county can play in supporting this urban renewal district. We all are very familiar with the benefits of this plan. One final thought. Chair stein's proposal to mitigate the budgetary impacts gives us another opportunity to continue to work together in the interest of everyone in our community. I just think it's also in the interest of the albina community plan that states that a healthy community is an asset to our entire city.

**Sten:** Two quick questions. I've had a chance to review the county's proposal and I appreciate your support. I am in agreement. I do think we should make some kind of collaborative agreement to fund early childhood programs and will be supporting this next week at council. Two questions. The first is, and I think this was implicit, is it safe to say if funding situations change it would be an extraordinary step if the council went into this collaboration, I think one in recognition of the changes that are happening with the urban renewal zone, but if funding situations change before next year's budget, would you be open to reconsidering whatever agreements are reached next week? And the second question is one about the services themselves. I'm in complete agreement on your philosophical approach, and I think it just makes perfect sense to do services at the same time that do you urban renewal. I have had some questions, i'm not able to answer from service providers about what exactly will the money be spent on, and would you be open to having a little more community process to negotiate or to think through where those investments should go kind of in the same way we've had this process around the urban renewal district?

**Stein:** yes. I'll briefly respond to the questions. Certainly the impact of the sizemore and mcintyre measures on all governments will be devastating in my view in terms of the impact on services and certainly all bets would be off at that point. We'd all be sitting down trying to figure out like to do, like we did in measure 50, which was much easier to accommodate, if we look back. In terms of the services, we have done with the leadership of commissioner naito, an extensive process, so we have a plan but certainly we would be interested in working with you to bring other people if you feel there are other people that need to be part of that process, or—

**Katz:** Let me ask a question. Will you be coming to us at every turn when we create an urban renewal area in other parts of the city and ask for money the way you're doing right now?



**Stein:** one of the proposals that we made to you that is not in your recommendation as far as I know so far, is that the city council would collaborate with the county and come up with a maximum amount that the urban renewal district could encompass in future urban renewal districts. If we could come to an agreement on what that amount is, then ahead of time we would be agreeing on what the impact on the county would be. If we don't come to that agreement, you probably will see me here again.

**Katz:** What you're saying is if this urban renewal district was smaller, you wouldn't be here asking us for money. But because it's larger and we didn't agree on the maximum indebtedness of the size of the district, you're here asking us for money.

**Stein:** I respect the process you put in place in which citizens agreed this was the size of the district that they felt was appropriate to meet the needs of that community. That is a decision that was made a lodge time ago. So I have to deal with what the situation is right now. Which is that this is the district that the community wants.

**Katz:** Thank you. It's nice to see you here, and i'll see you tomorrow and friday. No, no no. There's an Oregon's mayor's conference that we're going to be together.

**Katz:** I'm sorry, two minutes.

**Mayor Charles J. Becker, Gresham:** I come to you with greetings from the city of gresham, your sister city to the east. The city of gresham recognizes urban renewal districts have been successful in revitalizing areas and cities throughout the united states. However, there are some trade-offs to be considered. Like Portland's existing six urban renewal districts, the proposed interstate corridor district will decrease county funding for needed social services over its 25-year lifetime. Estimates of the cumulative impact of the proposal on the county budget are currently about 90 million. This significantly impacts— this would significantly impact the social service system of the county. Not only for Portland citizens, not only for county citizens, but in particular for citizens of the city of gresham. As mayor of the city of gresham, I urge the Portland city council and the Multnomah county board of commissioners to continue their collaborative effort and come up with a resolution for the benefit of all the citizens of the county. I am confident that you will be able to work together to form a successful urban renewal district while minimizing the impacts to our social service system. Thank you.

**Katz:** Thank you, chuck. Any other elected officials? All right. Now let's get to the public who worked on this particular plan.

**Olson:** Please come up three at a time. Paul mortimer, lenny anderson and sheila holden.

**Paul Mortimer:** 1630 N. Hyman St. thank you mayor Katz and members of the counsel. My name is paul mortimer. I represented the arbor lodge neighborhood on the urban renewal area citizens committee and before that on the interstate max citizens advisory committee. I'm here tonight testifying in support of the proposed urban renewal plan and its investment in light rail. First thing I would like to do is commend the Portland development commission and its staff for some really extraordinary efforts at communication and outreach. If anyone here says they didn't have a chance to influence this plan or have ample opportunities to learn of its scope and its priorities, they simply were not paying attention. The outreach was extraordinary and extensive. The second thing i'd like to make a point is that this plan supports our regional quality of life. I feel a little like carrying coals to new castle here, but one of our committee members here really put it very—he said our regional livability depends on affordable jobs, housing, family wage jobs and multiple modes of transportation. This plan makes investments in that, and you've heard how much it makes. And those are—those indeed are neighborhood priorities reflecting our regional vision. I'd like to say a few words about how this supports the regional transportation plan. You've heard and will continue to hear much nay-saying about light rail. What you won't hear is any credible plan or any—for an alternative. Light rail is not perfect. And it will bring its own challenges. But we have to do something to deal with increasing traffic from clark county, from development on swan island,

hayden island, river gate, and the airport. Interstate max is a big step toward meeting that challenge and this urban renewal plan provides resources to address any complications that might arise from interstate max. It's a good investment. Finally, I would like to directly address chair stein's concerns about the impact of this district on services to poor and working children and families. The family—the citizens committee shared her concern for those children and families and I can assure you there—their well being was never far from our minds. It was precisely our concern for them which led us to invest \$50 million and more and—in housing and \$38 million in economic development. It was precisely that concern which led to us call for proactive strategies investing potential gentrification. And as for the potential impacts on gresham, the last time I was there, there was no shortage of growth in jobs or housing in gresham.

**Katz:** Your time is up. Thank you.

**Lenny Anderson:** your honor, commissioners, my name is lenny anderson. I live on northeast 25<sup>th</sup> avenue. I represented the swan island business association on the citizens advisory committee and work with businesses on swan island on—for transportation issues. I urge you to approve this plan. This plan has at its heart not only the redevelopment of this part of the city, but the preservation of intact of the existing communities, the businesses and residents that. Was foremost at our—among our concerns, as well as finding a way to provide a transportation alternative in this part of the city. Let me make a few comments about the process. I'm proud to have been a member of that 54-person committee, and we were diverse and we were tense and we were on edge. And we listened to each other. I think we learned a lot. We earned each others' respect and by the end of the six months we were addressing each other in a way I think we should all feel proud of. Who—the person i'm concerned was not at those meetings was anyone representing the county chair. And unfortunately by her absence or her representative's absence, the concerns that she is now bringing to the table were not addressed. And I think this is a short coming that she should regret. That's really the—it frankly rankles to have heard about this at the end and not have had her input early on. Let me add on her a quick question on maybe why. Another thought about why do this. You know, we didn't have a hearing like this when i—i-5 was built, and its impacts continue to rain upon this community. And I think of this as mitigation. Long overdue mitigation. Not only for misguided urban renewal, but for the blockwide trench through north and northeast Portland. And I hope with nothing more to say, that those will be enough reasons for you to approve this and to put us back to work. Thank you.

**Sheila Holden:** good evening. My name is shiela holden. I live on north east 16<sup>th</sup> here in Portland. I serve on the advisory committee as a representative of the northeast economic development alliance. The thing that I want to kind of reiterate that you've heard already is that the process has been a very good one. It's been a very inclusive one. It's been a very open one. I'm proud to have served again also on this committee. The other thing is that there has been a real significant effort put into identifying how this project is going to work. How this zone is going to work. And how this community, its residents who are here now, will be able to benefit from it. And it is clear that every one wants to make sure that we take advantage of this opportunity. Sure, we're funding light rail, but we're also looking for an opportunity to bring some benefit to this community that's long overdue. And when we set our boundaries, we had that in mind. And so we do have a large boundary, but we have those areas in north, northeast Portland that we feel need to benefit and have been basically shut out of the opportunities for this kind of a project in times past. So what we would like to—that let you know is that we approve the—we support what the guiding principles of the document are, that you're going to be approving today, hopefully, or next week. We also support the individual goals that have been set that tie to housing, job creation, economic development, public spaces. We think that all of those are critical to the livability of our community. We also support the idea that we need to make sure that those wrongs that were done in times past do not come around again. And so that's why it's going to be critical to have this advisory committee continue to serve as oversight for this urban renewal district for the life of the district.

**Jose Rivera, Hacienda Development Corp.:** mayor Katz, council members, I would like to thank you for this opportunity to testify on the interstate urban renewal plan. My name is Jose. I'm the executive director for Hacienda Development Corporation. We served the low-income Latino households, many of whom live or work in the interstate urban renewal area. I want to applaud the goals of the interstate plan. Develop to benefit the existing businesses and thank all of the committee members and staff for their hard work in the development of this plan. The plan strongly identifies the issue of displacement due to gentrification and the need to create strategies to address it. The recent PDC bulletin report that area residents want to see dollars spent first and foremost on projects that improve and expand housing options for local residents. However, while the plan is on the right track, issues remain. The issues I have are how do we ensure the goals established by the community are reached. And that there is an issue of accountability. How will decisions about spending the \$335 million or whatever amounts there will be made? There is another issue, the lost revenue for social services due to the development of this district I think should be resolved. A subcommittee should—made up of county, city, and committee members should be created to—address this issue. Thank you.

**Lisa Horne, Peninsula Community Development Corp.:** 9025 N. Dana Ave., 97203. Lisa Horn, director of Peninsula Community Development. I also live in Arbor Lodge. Our group supports the entire plan in scope, especially the guiding principles and the areas especially around affordable housing, housing, and transportation. We also support the inclusion of the Portsmouth neighborhood, keeping it within the boundary as a whole. I want to discuss the—our decisions were made at this committee level which I also served on the citizen advisory committee were very broad and had an extensive amount of outreach done to come up with this plan. And I think that many of the areas of concern around social services are also addressed in parts of our plan around public buildings, the affordable housing issues, stabilizing homes, family wage jobs, et cetera. So I think that our plan took into account issues for residents and businesses in our neighborhoods and we see this as an opportunity for a neighborhood revitalization strategy that's long overdue in this part of Portland. Thank you.

**Joan Miggins, Housing Our Families:** I'm Joan Miggins, the executive director of Housing Our Families. Mayor Katz and commissioners, thank you for this opportunity. I can't get this closer. Maybe that will do it. Okay. I am here partly as having been a member of the committee, the advisory committee. But some of the questions that I have are, how do we make sure that how the money is spent does really benefit existing residents? One way to do this, at least in the affordable housing arena, is through the use of regulatory tools, to ensure the plan does benefit residents by creating and preserving affordable housing. Metro recently adopted an affordable housing strategy for the region which includes regulatory tools such as a replacement housing ordinance, which requires that any lost affordable housing be replaced, and an inclusionary zoning strategy which requires that a small percentage of each new housing development be affordable. These should be mandated by city council as part of the creation of the urban renewal district. Thank you.

**Kate Bowie, Portland Community Land Trust:** 2613 NE MLK, #B, 97211 thank you for this opportunity to testify on the interstate urban renewal plan. My name is Kate, and I'm the outreach coordinator for the Portland Community Land Trust. We have just hired our executive director who will start the last week of this month. We're excited the PCLT is getting off the ground and now has staff to implement our mission. Our mission is to keep homes affordable by maintaining a community organization dedicated to creation of high quality affordable housing and the stewardship of the land. We thank each of you for your support for the Portland Community Land Trusts. We want to thank all the committee members and the PDC staff for all their hard work. We applaud the goals of the interstate plan that focuses on benefiting existing residents. At PDC we see the interstate—existing neighborhood residents. Additionally, future development within the urban renewal area will ensure the permanent affordability of housing. The model does this by taking the land out of the speculative

market but allowing existing and future residents to enjoy the benefits of using the land at an affordable rate. The land trust model will allow existing residents to be able to stay in their neighborhoods even with the rising costs of land due to the ura. We need to identify a funding source to secure land and put affordable housing initiatives in place now before land and housing prices rise and before private landowners decide to speculate in this new ura. The bulk of tif dollars will become too late. Most of those dollars generated in the first few years will be dedicated to the light rail there. Is now a smart growth fund that can be used for land banking for three to five years, capitalized by the enterprise foundation and administered by pcd. This is one tool that should be used in the interstate ura in the next year or so. But others are also needed. However, there is still need for permanent subsidy of tif dollars.

**Katz:** Let me ask you a question with regard to this. Have you considered and if you haven't, will you consider something that I have raised with members of the council, of using the land trust possibilities not only for housing, but also to maintain the businesses in the neighborhood?

**Bowie:** definitely. Yes. I think it would be a great use.

**Katz:** You can use it for commercial purposes as well as affordable housing.

**Bowie:** yes.

**Ray Leary:** thank you. My name is ray, and I live at 3802 northeast 9<sup>th</sup>. I would like to first compliment you on a public process that has been run under intense and— intense scrutiny. Based on the back drop of the past and urban renewal resignations, I think this process is one we can all be proud of. I would like to say that I am in support of the economic development opportunities as well as the other opportunities associated with it, but i'm very concerned about the work force issues. I think that in all of the efforts that if they were to materialize in the manner we hope and pray, if we don't get ahead of the development and the training of this population, the goal to make sure the citizens of these neighborhoods benefit from these opportunities will be a lost cause and we'll be back addressing these same issues. I'm extremely supportive of resources being directed toward the work force effort in a way that will guarantee that the citizens of this community do benefit tangibly from the jobs and from the living wages associated with those jobs. Lastly, let me say that the entrepreneurial community of north, northeast Portland is a community that is waiting to bust. It is— has been growing, and waiting for an opportunity like this to really make its presence felt. I would hope the commission would closely guard and watch the number of minority businesses that are spawned in this effort and make sure those opportunities are available for individuals throughout all of these communities to own businesses in this community and benefit from this designation. Thank you.

**David Rogers, Community Alliance of Tenants (CAT):** my name is david rogers, and I live at 4009 north mississippi. I'm actually testifying as a tenant and resident of the neighborhood, but also a member of the community alliance of tenants, which is a grass-roots tenant controlled organization that has over 400 dues-paying members and just in the past year has worked with about 2500 renters. And essentially our mission is to educate and empower particularly low-income tenants to organize and work on gaining affordable and stable rental housing and—in Portland. As a resident of this district, i'm extremely concerned with potential displacement as a result of, you know, the plan. With housing costs rising 100% to 200%, traditionally in african-american neighborhoods, people are being forced out. In the past month, my rent has gone up \$100. Which is significant. And because of a change in ownership. And another building just across the street, you know, the— they're redeveloping for one-bedroom apartments going for 675. Which is actually unheard of in this particular neighborhood. For the most part, that makes me fearful of what seems to already be happening. And of course you know when people are forced out, then they're forced away from friends, community, jobs, transportation, servicing and displacement destroys communities. For the most part cat wholeheartedly supports the principles and the plan and it's important for us to say that. At the same time, we urge you to look at some of the commitments. One of the commitments is to,

quote, unquote, benefit the existing community. And unless there are strong antidisplacement strategies put in place, that commitment will not be honored.

**Carl Flipper, Humboldt NA:** good evening. In the sake of time, i'm not going to repeat what some others have already indicated. I do want to touch on just a couple of points. I represent the humboldt neighborhood association and target area. I'm the coordinator of the target area program, which is a bhcd funded revitalization initiative. The humboldt neighborhood association has come out in support of the urban renewal program and urge you to favorably consider that. We have also come up with a statement regarding gentrification that the humboldt neighborhood association deliberated for a number of months, and in paraphrasing it, we said that we welcome the investment and our new neighbors. However, we want to make sure that those railroad in the neighborhood are treated—already in the neighborhood are treated fairly, especially the most vulnerable, the minority, youth, senior and disabled, to participate in the prosperity that urban renewal promises to bring.

Gentrification and displacement is like collection troll. There's good—cholesterol. There's good and there's bad. How to rid ourselves of the bad and encourage the good has been the subject of many months of discussion by the urban renewal committee, which I was a member of that and the light rail committee. We do not have all the answers as there may be no hard answers, other than to continue to work with concerned citizens groups, neighborhood associations to find solutions to these issues. The advisory committee did not spend a lot of time considering the impact of the ura on city budgets or other jurisdictions. The concept of the 15% cap on the total urban renewal area in revenue seemed to be accepted by everyone. Now that I understand more of the impact, I support the council to favorably consider the county's request, because these needs for social services will arise and until the urban renewal funds can make the investment into the capital investment that will ultimately result in fewer people needing social services, we have an obligation to bridge the gap.

**Jenny Portis, NE Work Force Center:** good evening, mayor Katz and city council members. My name is jenny portis, and I represent the northeast economic development alliance as well as the northeast work force center. I'm here tonight to say that I support the interstate corridor urban renewal plan, and the community and public process which developed the plan. Almost a year ago, when I became aware there would be an advisory committee to make recommendations on the interstate urban renewal plan, I asked the pdc staff if I could be on this committee to provide input on community work force needs. While I definitely have an interest in bricks and mortar, my main concern in being on this committee was to develop a comprehensive plan which includes jobs, employment, business growth and development, as well as economic development. I was also very interested in making sure that this plan linked and tied back to the albina community plan, which is an economic development plan for inner northeast Portland. Further, the employment and jobs component that this plan makes a commitment to historic north residents and to an array of job services, entry level, training facilities and et cetera. We have way too many plans that only talk about entry level jobs, and we don't have any strategies that deal with the thereafter. My concern is surfing on this committee was to make sure that we not only talked about entry-level jobs for historic north residents, but to talk about what do we do for that next level up, the training piece? I was also very interested in making sure that we could take advantages of the job opportunities that were created within the district, but as well to link the employment needs of north Portland residents to those employment needs throughout the region.

**Warren Fluker, PCC, Brownfields Community Advisory Chair:** 5600 NE 42<sup>nd</sup> Ave., 97218. good afternoon mayor Katz and city council. My name is warren, and i'm with Portland community college. I'm a member of the 54-panel interstate urban renewal citizens advisory committee. I came to that committee as a lifelong resident of north and northeast Portland. One of those residents who was affected 20, 30 years ago by earlier urban renewal efforts. And I think that's what spurred me to do the best I could on this particular panel. I also chair the city of Portland's showcase brown fields citizens advisory committee and have an interest in brown fields which talks about issues that jenny

just brought up regards employment, public safety, and health awareness. And to be real quick about it, I think that my concerns have been addressed by a previous testimonial providers here this afternoon, particularly I liked what paul and lenny, sheila, how they presented what we have gone through the past nine, 11 months. It has not been easy. It wasn't particularly fun. But it was necessary. I think we did a good job. And I urge city council to adopt the plan as proposed.

**Katz:** And we're asking you to serve again.

**Fluker:** that's what i'm afraid of:

**Katz:** Thank you.

**Douglas Hartman:** mayor, commissioners, thank you for coming out this evening. My name is douglas hartman, I live at 4615 north colonial in the overlook neighborhood. Likewise i've been on too many committees this past year. You have a copy of written testimony outlining some of my concerns and issues. What i'd like to do is tell you a—briefly an experience I had about a week and a half ago. I got a call from an old neighbor who was in town for a convention who had been gone from Portland for some eight years. I met this person after work, and offered to give her a tour of the city of Portland. So we started out in the pearl district, and we drove down hoyt street and around the activities at the old brewery. And I took her across the steel bridge and we went up weidler, came back down broadway, and we went up—went up mlk. We got up to alberta, I took her out alberta and then we came back to mlk and proceeded on up to Portland boulevard. Then from Portland boulevard we came to interstate avenue. We got on interstate avenue and we proceeded south to the old neighborhood. By the time we got to killingsworth, she looked at me and said, nothing has changed on interstate avenue, has it? By the time we got to alberta she said to me, it may be worse than it was eight years ago. And I didn't have to point out the drug bazaar on the corner of going and interstate, I didn't have to point out the prostitutes that have been working this summer on the street. But this is our opportunity to make the changes that can make a difference for us up here. Let's not let it slip away. Thank you.

**Elizabeth Humphrey:** hi. My name is elizabeth humphrey, I reside at 8202 north fisk. I am here to represent the community association of portsmouth. I also sit on the board of peninsula community development corporation with lisa horn. I'm here to talk about portsmouth and the inclusion in the urban renewal boundary. When portsmouth came to the table with the other 50 people, not as a chair holder but as another person in the audience at the time, we listened, we learned, we watched. When they asked people to send out the surveys for the first urban renewal information, I raised my hand and said I would love to send out 200 of those. We've been there the whole time and we'll continue to be there. I went to—i want to touch to serena's testimony about how this will benefit portsmouth. Portsmouth is a diversified neighborhood. We're primarily low-income, we're primarily rental units. Very—not as many homeownership opportunities. The urban renewal boundaries and the benefits of the urban renewal will benefit portsmouth by enhancing the hope vi application. It will also provide grants and low-interest loan opportunities for much-needed home improvements within our neighborhood. The urban renewal will provide assistance to—for rent-to-own programs, allowing existing renters to soon become homeowners by providing assistance programs and a contribution. The ura will also provide portsmouth with a tool to help us stabilize our neighborhood and stabilize our schools. This is a very important, because as. Of you know, portsmouth middle school is on the blocks for being closed. We need to find a way to keep this open and we need to find a way to keep people and students within our neighborhood. Thank you.

**Keyan Mizani, Portland Community Design:** thank you for the opportunity to testify. My name is keon, and i'm with the community—Portland community design. For the past nine years we've been involved in over 200 projects for affordable housing and distressed neighborhoods. In general we support the work of pdc and the citizen advisory committee on this plan. Applaud their efforts and especially appreciate the inclusion of issues of gentrification and displacement. However, the plan should include the following—first, the environmental responsibility needs to be addressed of a

measure of this size. Sustainable planning and green building principles should be included as guidelines for development. There are a number of green organizations in Portland, including our own that would be happen to assist in this effort. Second, specific regulatory tools for evaluation and accountability need to be established to ensure that the goals of economic social and environmental sustainability are met. Thank you.

**Katz:** Thank you. We're laughing here, we're accusing commissioner Saltzman for getting you to come here to testify on this issue.

**Mizani:** he didn't prompt me. I support his efforts.

**Stan Minor:** my name is stan miner. I own a business at 4636 north albina. I have a few concerns regarding the renewal for the small businesses in this area. As you noticed and if you drive around the urban growth boundary they're talking about, the majority of businesses in this area are usually family owned or small businesses. There is other maybe down on swan island, not a lot of large businesses from outside the district. This they have been in the district for several years. The concerns are we keep a lot of the small businesses and the possibility—if it's impossible to help them remodel or do something to keep them in boundary so they don't go outside the city into another county or in another area. I'm looking at other business area myself, possibility of relocating. I'd like to stay here. We've been in this neighborhood since 1927. Think we do a lot of good things for the neighborhood and we do we are a service oriented business and we just want to stay.

**Chris Bekemeier:** my name is chris beckmeyer, and i'm here representing family works and lutheran family service. Address is 4110 northeast 122<sup>nd</sup>. We support urban renewal and light rail. However this investment in physical infrastructure must not come at the expense of our children or other human service needs. We're—we want to urge you and the members of city council to support the board of county commissioners proposal regarding this plan. Family works is a resource center for communities and families in mid-Multnomah county. We have direct contact with many parents, young people, neighbors and community leaders. It's clear to us resources to support early childhood programs are absolutely vital. We have two early childhood programs that serve parents and preschool-age children and in both programs there's always a waiting list. Family works believes investing in early childhood programs now saves money later. Investments in physical infrastructure are important. But they must be fairly balanced with support for human service and especially for our children regardless of when the county commissioners entered into the conversation. We urge you to vote in support of the county commissioners early childhood proposal.

**Katz:** I just want to make it clear as we continue to hear this testimony that I hope you realize that urban renewal dollars can't be used for this purpose. So that when you're asking— you didn't know that. So when you're asking us to do it, we're also going to be short of general fund dollars. We would have to find the money within the city's budget to do that. We can't use urban renewal dollars.

== my name is—i need some water.

**Katz:** Sure. First of all—we didn't get your name.

==first of all, i'd like to change this around so i'm also addressing the individuals who were here. Would you mind that?

**Katz:** As long as they can hear you.

**Roderick Franklin:** fantastic. To the people on the podium or up in the front, and all of you who are here to support the efforts of urban renewal and to have your voices heard, it's very important in terms of what i'm going to mention this evening, because as we start to look at what we have going on here, even in the top-down management style that all of our business is run in and the hierarchy that everything funnels down to everyone in the cities, as we look at this paradigm, one that's part of our structure, and we look at the amount of work you have done on the gentry issues, i've been there, i've watched it, i've had a voice through many of these people in here in order to say this, is fantastic. I'm very happy that Katz is making some moves in order to get this done, i'm happy that stein,



Saltzman, Hales and the city attorney, all of you are making this happen. And to look at the fact that even in all the meetings i've sat in and i've been a part of, a lot of the information, okay, isn't really getting out there to the people had who are going to be affected by this machine and the businesses who are driving through. There are issues even around the work that's being done there. It breaks down to the people who are going to pour the concrete, what color are they going to be? What socioeconomic area are they going to be from? Which are extremely important issues to look at. As we're sitting here, I think one piece I want to say first point, as we're going through and continuing to plan, I think we've done a great job to make sure that the monies to make sure the ideas are not just in this area, but to think of another paradigm in terms of— is that my time?

**Katz:** Finish your thought.

**Franklin:** here's my thought. I think an educational plan is crucial in terms of educating our emerging leaders. Our children—to understand how these 230 million plus dollars are rolling through and what that means to understand that gentrification is very important and what that means as well on an educational level leaders who are going to take your place. The children in those areas. Oftentimes when these issues are discussed they're discussed at a different level. I think accountability is crucial. And going back and evaluating, evaluating, evaluating. I should be programmed that start and they miss the evaluation piece. We need to put monies on evaluation before we put monies on businessmen making it to from beaverton to the airport being okay, I think—i think— three more. And I don't get to talk to you very often. It's extremely, extremely important if you look at exclusionary zones, what does that mean? What does that mean to the young kids who I talk to and see every day who are being ran away—

**Katz:** I know, but if I give you the time, you're cutting off other people.

**Franklin:** and i'm—you know what? I'm done.

**Katz:** Thank you. [ laughter ] [ applause ]

**Greg duFour:** I want to thank you for coming out tonight. It's great to participate. My name is greg defour. I live at 3939 north overlook boulevard. In the overlook neighborhood. My wife and I have lived in overlook for 14 years. We plan to retire here. Over the years, we've been very active in neighborhood issues. Community plan, light rail, the list goes on and on. I'm now on the overlook urban renewal committee. We love this community and we want to it remain vital. Overlook is conducive to neighborly conversations and we partake regularly. I believe we have a good perception of the community's feelings. Overlook's proximity to downtown, the friendly neighbors, tight-knit community feel are some of our strongest assets. Yet as we see the residential community slowly improving, sometimes against great odds, we also see interstate avenue business district for lack of a better word, as a giant weight around our next. I've been in countless conversation with neighbors who comment, wonderful neighborhood this is. But what are we going to do about interstate avenue? Or something like, wouldn't it be great to have a retail district with services nearby? These are things people are saying all the time. When the urban renewal idea was first proposed, and once people realized it wouldn't raise their taxes, people of nearly all political strifes were almost unanimously in favor of it. And those that live here in the neighborhood still are. Now the—there's a small antirail group with the—that are a little tweaked about some of the monies going to light rail. But even they in general support urban renewal zone on interstate avenue. They all think it's a good idea, from what I can tell. I'm here tonight to tell you that our neighborhood is strongly behind this urban renewal plan.

**Katz:** Thank you. We have your testimony. Oh, you've got a lot of hands waving behind you. It's probably best to stop. [ laughter ]

**Janet Hammer** good evening. My name is janet hammer and I am testifying on behalf of the coalition for liveable future and their food policy working group. The matter before you is one of timely importance to this region as we struggle to identify successful options for accommodating growth while maintaining and enhancing the quality of our environment and our sociocultural life. It



has been suggested that the interstate project could serve to escalate gentrification, trends and displace long-term residents. Certainly there is current and historical evidence that this could be an outcome and indeed even without the interstate project, we are seeing this trend. However, this need not be the case. Decades of research and action have shown that there are viable models for making improvements to an area while serving existing and new populations. And we urge you to consider this path. Furthermore, while considering such models, we would like to point out innovations to planning and place-making being made by the community food system movement. You may be asking yourself, why community food systems? What does that have to do with light rail and transportation? And you would be in good company. A recent article in the journal of the american planning association identified food system planning as one of the most vital yet neglected planning and policy issues. People's ability to shop for or grow healthy and affordable food within their neighborhood and community is vital. Food system issues affect and are affected by economic development policies, transportation policies, design policies, and housing policies. The usually these connection resist implicit, and unintended rather than explicit and well thought out. So how might the interstate project take shape? We could make sure that residents have transportation access to super markets and that buses and vans can accommodate shoppers. We can foster farmers markets and community gardens as a way to provide healthy and affordable food while also creating lively and beautiful social spaces. We can reap environmental and social benefits through such projects as rooftop gardens, edible landscaping or school garden and small business development and job train could go highlight local food businesses from greenhouse food production to value-added food processing and—to stores and cafes. In conclusion we consider the interstate project an important opportunity to create live I can't believe communities and food systems as a key component to consider when making the connections between transit, affordable housing job creation and community development. I've xeroxed these articles for you.

**Katz:** Less about the food, because I think we got that. I'm more interested in what you said about other communities dealing with the gentrification issue. I've done a little bit of research and I can't find any good best practices, but if you have them, please send them over to all of us.

**Hammer:** absolutely.

**Katz:** Okay.

**Hammer:** looking to Portland to be leading on this issue.

**Katz:** Thanks a lot.

**Julie Metcalf, Upper Skagit Native American Tribe of Coastal Washington:** good evening. Honorable mayor, esteemed commissioners. I thank you for allowing me to testify in front of you today. My name is julie metcalf-kenny, i'm a member of the upper skagit native american tribe of the coastal Washington northern coast Washington. But i'd like to say that I am a long-time resident of Portland, and of this neighborhood. I grew up in northeast Portland, and I have been a long-time resident of this urban renewal area. I also set on the advisory committee for this district. I—also i'm the director of the cdc. I'm also a community developer and in that capacity I understand the importance of condemnation, however, being a member of this community and really feeling that sitting on this committee was very important to me, I listened to all the community members that had come before me. Many of the things I did experience and have seen, despite my age, and I did really feel that many of the past practices have really affected our community in quite a way that has been very harmful and our committee tried to deal with some of the issues that had come up in front of us. However, some of those were passed—past history policies that we really should make amends in a different arena versus this urban renewal area. However, i'm here to support the plan. It was a lot of hard work. I want to commend pdc, because this is an effort that has never been done in setting up an urban renewal, so I commend the city and I commend pdc for their efforts in doing so. And I think the whole process was very inclusive and that—and being a representative of the native american community and knowing that we are among the silent individuals of this city, I wanted to support this

effort and wanted to give—to say that we too are part of this city and would like to give our support for this effort.

**Terry Parker:** 1527 NE 6<sup>th</sup>., 97213. my name is terry parker. My background is I was a member in—and chairman of the citizens advisory committee for the banfield light rail line. Not only did we build a light rail line, but we widened the freeway at the same time and both are at capacity today during rush hour. My concern is there be no takeaways. Replace the 300 parking spaces at the expo center that will being taken away by light rail. Expo does not have enough parking for the large retail shows now. A take-away is a way—replace that motorcycle capacity someplace else. Don't mitigate it, accommodate it. A take-away is building a curb extension and bus stop so it blocks traffic and creates artificial congestion. Quality of life means being able to travel within or across the city in a reasonable amount of time. Creating longer travel times can only cost family time which will cost us social dollars and social spending in the future. Personally, i'm grateful for the ditch that's out there called interstate 5, because if it wasn't there, all those cars would be on denver and greeley and interstate avenue, and all the neighborhoods in between and beyond. I want to be realistic here and let necessity ask you—me ask you one question—how many of you people got here this evening by an alternative method other than the automobile, on the counsel? That is the—on the council? That is the realistic thing is that is happening. I do agree with light rail on interstate avenue, but not with any take-aways. Thank you.

**Maria Solano:**good evening. Mayor, councilmen. Thank you for the opportunity to let me speak. My name is maria solano. I live at 6644 north mears street. I'm a recent of—resident of north Portland and have been for the past nine years. I want to speak on behalf of being a resident and also being the chairperson for the Oregon trades women's network as well as a latina. I welcome this plan because it's going to open a lot of transportation avenues that a lot of my people are—have a difficult time getting to work because they don't have vehicles of their own. They depend on the transportation system. So this is going to facilitate that for a lot of people. As far as being the chairperson for the Oregon trades women network, I would like to encourage you to open up some of those jobs for women in minorities in our community. I think that's my—vitally important for us to really open up those opportunities for employment in that area. As a resident of north Portland, I like to—i too want to see that I live in a nice liveable place. I want to—i am tired of the potholes in my roads. I want to see parks where I can go in—and enjoy my time. I think this is an opportunity for my community to have that. So I wanted to voice my opinion first as a latina and as a resident of Portland, and as a homeowner, and I think you for the opportunity.

**Katz:** Thank you.

**Olson:** Joseph engles, harold williams, kathy galbreath. After that will be pat laconche --

**Katz:** Who wants to go—hal? Go ahead.

**Joseph Ingles:** i'll go first. High name is joseph, and I live at 1849 north killpatrick street. I'm chair of the kenton neighborhood association. I'm here to speak on behalf of the kenton neighborhood association board which is totally in support of the creation of the urban renewal district and light rail. We want to thank john southgate and the volunteers of the urban renewal committee. We believe they have reached consensus and we believe in it. We also would like to thank you for having this meeting in north Portland. We also believe as stated earlier, if there are people out there saying they didn't receive notice, they just weren't listening. Notice was very extensive. This project is the shot in the arm that our neighborhood needs. And with your approval, we are ready and waiting for you to start work. Thank you.

**Cathy Galbraith:** 2128 Se 35<sup>th</sup> Pl., 97214. my name is kathy, and I attended every one of the urban renewal committee meetings except the first one. I'm here this evening to address three issues. First and foremost, condemnation must be left out of this plan as proposed. Second, african-american heritage warrants specific attention, because so much has already been lost over the years. I ask that you move up funding for historic preservation projects earlier than in year six of the plan as

proposed. Before many more buildings are lost. Three, jobs and economic development for african-americans. We must do the racial impact study. All of the economic development and job principles are well intentioned, but none focus on the need to address the disproportional damage done to african-american owned businesses through past urban renewal programs and the long-standing loss of equity that has damaged capacity to more fully participate in economic development projects and withstand the tremendous forces of gentrification and displacement that are hard at work in northeast Portland. Sometimes in order to address an and eliminate racial discrimination we must discriminate in favor of race. While the city's response may be that all policies need to be race neutral, it must be recognized that to do so simply continues existing race discrimination and continues its structural permanence. You all know the findings of the disparity study that the city participated in. I believe an additional economic development and job policy is warranted. That includes criteria for awarding of all funds through the urban renewal programs that includes criteria for selection that look at african-american ownership, principles, or employees, subcontractors and longevity of business or residency within the urban renewal area. Finally, 38 million dollars for economic development projects over 20 years is simply not enough and must be made available sooner within the plan than it is proposed. And finally, mayor Katz, I want to thank you for the meetings that you attended yourself.

**Harold Williams:** 2055 N. Williams. good evening. Mayor Katz, members of the commission, council, my name is harold williams. I reside at 81 northeast graham in Portland, Oregon. I'm president of ch2a and associates and i'm chairman of the board of the african-american chamber of commerce. I think—thank you, mayor, for your efforts and moving condemnation off the table. You're to be commended for your forthrightness in that regard. I would like to think a person that I agitated a little bit, mr. John southgate, and my friend rudy for democratic process. However, our position is very clear. We're concerned as african-americans that condemnation will be brought back into the back door, and we say those who are proposing friendly condemnation, I ask the question—is there a friendly noose around your neck? If you want to put a friendly noose around your neck, you have to ask the question, what is it that african-americans are gaining? We're supportive of this development and of moving forward, but our concern as african-americans and the chamber of commerce is that all of those who are benefiting is not inclusive of african-americans. We are left out. When you look at all the development, the people represented on the jobs up and down, those who are getting money for business, you don't see it going to african-americans. I support john southgate, but rudy and their efforts, but however, you look at the historical impact that pdc has had on african-americans, if you truly want to do something, let's deal with reparation and come up with 60 million to compensate african-americans for their disenfranchised and suffering. Especially in lieu of gentrification that are affecting senior citizens who will be taxed out of their homes with the gentrification coming in. If you look at business that is affected african-americans, what is it that pdc is going to do? We're still wiping out african-american businesses across the board. That is not your position, mayor, and I respect your efforts and your commitment. But african-americans need to be part of this process and we feel we're being left out.

**Katz:** Thank you, harold. I need—thank you. A lot of people are waiting. John, at some point the issue—I don't remember the terminology. I think it was a racial impact statement. Maybe at the end of the testimony you might want to come back and talk a little about it. It was something that was recommended during the work of the committee. Go ahead.

**Pat DiPrima LeConche:** I live at 5904 north concord avenue. I moved to the overlook neighborhood seven years ago. I bought my house there because of two reasons—it was affordable, and it was a neighborhood feeling close to the city. At first I was hesitant to buy a house in overlook because it appeared the neighborhood was in decline and there were no signs of improvement. From talking to my neighbors I realized there's a history of disappointment when city government drives change. And I understand why people are suspicious of this kind of change. But the reason why i've

made overlook my home is because we still have time to steer change in our own neighborhood. If citizens get involved and government listens. I saw overlook residents get involved last year as I helped organize our first tree planting in the neighborhood. We planted 88 trees in parking strips as a result of this effort. And this year we plan to plant even more. This is what I want for overlook. I want to make overlook a place where children can play safely and families of all economic backgrounds can afford to live comfortably. I want to make overlook a place where residents can easily access transportation that connects them to jobs in the neighborhood and in the rest of the region. And I want to make overlook a place where we don't have to go elsewhere to buy a loaf of bread or a cup of coffee. [ laughter ] these modest things are available in most neighborhoods throughout Portland and I am willing to pay my share and to speak up to have these things available in overlook. In summary, overlook needs urban renewal. We already have the building blocks for a healthy neighborhood. We have concerned citizens. And I believe that community driven urban renewal can make overlook the hometown we all want it to be. Thank you.

**Robin LeConche:** thank you, mayor, and thank you commissioners. My name is robin. That was my wife, and I can't really follow up any better on that. But i'd like to say that just being here tonight makes me damn proud to be part of overlook neighborhood. And the people in the room, i'm really proud of. I'm kind of swelling up with pride tonight in thinking that there's going to be opportunities in the future for all of us. And I want to reiterate what's been said by other people that we need to really put our time and effort for jobs and economic development, especially for minority peoples that have kept this neighborhood going year after year after year against almost insurmountable odds. And it's time that was turned around. Recently I had someone ask me where I lived. And I mentioned north Portland and they rolled their eyes and recoiled. I'm sick of that. I don't want that to happen anymore. I'm really proud to be a part of the neighborhood. And one last thing to you, mayor. I apologize on our neighborhood's behalf for that ridiculous and offensive sign that is on interstate avenue that addresses you personally and offensively. And that was uncalled for. Thank you.

**Russell Pitkin:** mayor Katz and commissioners, my name is russ pitkin. I live at 4134 north castle. I'm a 21-year resident and homeowner in the—in the overlook neighborhood and i'm here in the—today to just briefly say that I am in support of the urban renewal project, and I am in support of light rail. I do have a couple of reservations. They are the size of the project that's trying to be undertaken here and the funding that is available there seems to—may be somewhat underfunded or oversized because I think \$200 million is going to be fairly diluted through the project. A million dollars doesn't go as far as it used to. My other concern is that we have we have potentially some concerns with some of the neighbors in the overlook neighborhood about the light rail coming through the neighborhood, or at least along interstate there. And so there are concerns about the direction. I know they support light rail, but they're concerned about how that's going to impact the neighborhood, and I think that through careful planning we can address a lot of niece concerns, but that is—these concerns, but that is a concern that's out there. Thank you.

**Anne Willer, League of Women Voters:** The Galleria, 921 Sw Morrison, #410, 97205. good evening. My name is ann, and i'm here to represent the league of women voters of Portland. With me is the copresident of the league sitting in back, beverly wilson, she's here just as an observer. The league of women voters shares the concerns raced about the impact that urban renewal districts can have on essential programs and services for senior citizens, families and children. The league has been raising these same concerns over the past few years as several new urban renewal districts were adopted by the city of Portland in—and more are waiting in the wings. Urban renewal districts individually and collectively can have a dramatic impact on state county and other programs, including public schools, and— because of this impact, Oregon urban renewal law allows a municipality to—to divert tax dollars from other jurisdictions such as counties and school districts, only under the specific circumstances set forth in the statute. Economic development is a worthy

goal of any municipality. Cities may not divert taxes that normally would flow to other taxing districts to fund infrastructures projects unless the fundamental prerequisites for urban renewal have been met. Even worse—where such prerequisites have been met the league of women voters would support balancing the infrastructure needs of the district against the cost to cost-saving human services. We believe sit financially and otherwise short-sighted to put essential programs and services to children, families and others, including the urban—mentally ill, uphold for the life of an urban renewal district which is usually 20 years but can be more. Accordingly, the league respectfully requests that city council consider carefully now and in the future whether a proposed urban renewal district meets the statutory prerequisites to be an urban renewal area when urban renewal is appropriate we encourage the city to craft an urban renewal plan that does not come at the expense of taxing districts that serve the needs of our seniors and families and children. Therefore, where the impact of a proposed urban renewal area on the other taxing districts simply is too great, the league suggests the city consider exempting those taxing districts and—in whole or in part from the loss of property taxes during the life of the urban renewal district. Thank you.

**Ron Johnson, Housing Authority of Portland:** mayor Katz, members of the council, my name is ron johnson. I work for your housing authority of Portland where i'm pleased to be managing the hope 6 grant process. Your housing authority owns 480 units of low-rent public housing. Columbia villa is the remnant of vanport. It was built during world war ii. It's 58 years old, design and intended to only last five to ten years and through a lot of baling wire it's still functioning, but not very well. We need to do something with and about columbia villa. We need to not only address how well it works and—as housing, but reconnect it and be part of the community again. As you fly over and look down upon it, it is not part of its community. It needs to be part of the commute. We have, mayor Katz, before us the next couple years a unique opportunity to apply for what's called a hope 6 grant. That stand for housing and opportunities for people everywhere. Through the leveraging capacities we can bring up to \$100 million to revitalize and bring columbia villa back to life again and have it be the type of community we deserve and it needs to be. Those \$100 million, mayor Katz, do not come out of the urban renewal district. What we are urging the city council to do is to make sure the portsmouth community and all of the part of the urban renewal plan have an opportunity to participate and benefit from what can happen and what will be happening up at columbia villa. Through the hope 6 program. And mayor Katz, it's our type of program. It's a program of design, of collaboration, of community involvement. It's the time of—type of thing we do in Portland all the time. Pick up the—through a publication you see Portland Oregon, but we haven't got the job done yet. Finally, let me close by telling you that a key element of the hope 6 program is devising a financial infrastructure for its services component. What we're going to work on very hard together with our community partners is a program that sustains the services that makes it a complete community for all of the residents there. It is not intended to be further strain upon an already-overburdened system. That's one of our major objectives. We're looking forward to working with you and chair stein and others in the Multnomah county commission towards achieving that objective. Thank you very much.

**Katz:** Let me ask john or pdc, is that process going to be folded in to continually folded? With the task force process?

**Ron Johnson:** yes. We're pleased to say that not only are we involved with pdc through that, we're also involved in a joint neighborhood planning network where the hope 6 planning process and the portsmouth framework plan go together to make a common approach.

**Kay Newell, Steering Committee:** i'm kay renewal, I own a lighting store on mississippi avenue. We have here an opportunity that is fantastic. We can create, if we will think outside the box, a community that is enviable for the entire united states. It has been tried but nobody has succeeded in doing it yet and creating a community that when urban renewal was over, the people who really benefit are the people who were there when they started. To do that, there are a few things that we

need to do. One is step outside the box and look on the how government works. We have a tremendous amount of dollars and—that we're using. Let's not let government compete against the private person. Let's use government to help leverage the private parties. To help the—those who need help. To help developers. Let's not compete against them. Second, developers. If a developer comes into our community wishing to develop and he will not or cannot involve our businesses, our contractors, our people as employees so that when they leave they leave not only the development but they leave another growth of wealth within our community, let's tell them sorry, we don't need you: Because there are developers out there who can and will work with our community so that the end of the 20 years we don't have the poorest community in the whole metro. We need to develop a community of equal on the other. The third thing, developers that are in our community and those who are coming in, work with our businesses. We have a lot of suppliers. We have a lot of contractors. We have a lot of people who are fully capable and we have a lot of people who want to learn: Let's let them learn. The third group is the community itself. We've got people who want to kill this unit. We have people who want this, that, or that, who are saying, me, me, my idea first. Come on, guys. Let's take your ideas, find the ones you can work with and work with us as a group so that we can create a community for ourselves.

**Deborah Zecic:** 2034 N. Killingsworth, 97217. hello? My name is deborah, and i'm a life-long resident of north Portland. I go not object to urban renewal along interstate avenue. It's a given. I'd like to spend more money in my neighborhood. However, I object to the fact that you are trying to tie this into funding and extremely costly and unjust identifiable light rail system. There are far less costly ways of funding urban renewal. The idea of trying to tie these two issues together has always been controversial, and I believe it lacks substantial data to justify using light rail to promote urban renewal. The population density of north Portland does not warrant this expensive use of city money in north Portland. Indeed, one house of congress if not two, i've lost track, has seriously cut back the amount of funding being requested because they could not justify the dollars being asked for based on the plan that was submitted. And i'm rather amused, I was listening to the testimony before where the individual indicated that a small minority was not in favor of light rail, but if memory serves me, we've had two elections. The nos won. In my opinion that's a majority. Mime i'm rather concerned. We had a process, and it's the ballot box. That process is being negated. It bothers me that all five commissioners, including the mayor, are sitting there— sitting there via the ballot box. Yet when I vote, my vote is discounted. It does mean nothing. And you know, you have to ask yourself, you have a serious issue coming in november with sizemore's tax cuts, and how many people are going to look at decisions like this and think, well, I better vote for it, because obviously my vote doesn't mean anything, and I have to work every day to pay those taxes, so why don't I go ahead and cut the amount you guys are able to spend? Thank you. [ applause ]

**Katz:** No, no, no. We will go home if this is what is going to continue. If you support what you hear, please wave your hands. You don't need to clap. I asked you because there are classes or at least there were classes going on downstairs. So thank you.

**Cynthia Sulaski:** good evening. My name is cynthia, and I live at 4005 north colonial. I'm a resident of overlook neighborhood in north Portland. Today someone asked me a question that i've been asked many times before since moving here three years ago. He asked, why did you move here? I answered him in a straightforward manner with just the practical facts. What I didn't ask him in turn was, so why do you ask? Because I knew that what he really wanted to know was why, of all the city neighborhoods in which I could live, did I buy a home here in north Portland? And by the way, he asked me that question as we were crossing interstate avenue to enter into my neighborhood. The practical answer to his question is complex, but basically it boils down to my being able to afford at that time a nice home in a lovely neighborhood filled with older charming homes. My answer today is that I live in overlook and north Portland because of friendly and helpful neighbors, easy access by bus and car to downtown, and almost everywhere else, and lovely views of mt. Hood and

the west hills. Now, three years as a resident i'm happy here because I call it home. However, that doesn't mean i'm happy with what I will call the infrastructure or lack thereafter in the neighborhood. From my understanding of north Portland's history, this area was emotionally economically and geographically torn apart by the construction of i-5 and emanuel hospital. North Portland has been neglected by government, taken advantage of by some businesses, and seen as being on the wrong side of the tracks by some of our fellow Portlanders, or I guess in Portland I should say the wrong side of the willamette. Urban renewal is a different story. What urban renewal means to me is that for the first time our local governmental entities will significantly acknowledge and support us in north Portland. It means providing the financial stimulus to improve our streets, parks and landscape, and to attract retail stores, restaurants, other businesses and affordable housing development. It means an improved quality of life that we in north Portland need, deserve and want, so I ask for your support in urban renewal and I do thank you for giving us this opportunity to speak to you tonight.

**John Bartles:** 435 NE Portland Blvd., 97211. hi. My name is sean. I live on Portland boulevard. I think the time we—we turned it down twice. Today i—max is a good deal, it's what we need, why can't we get started on it today? Number 2, I think I think we need more public restrooms for this—number 3, I think—especially late at night. Walking 2 1/2 miles. Thank you.

**Yvonne Jordan:** 7438 N. Washburne, 97217. I live in the neighborhood at 74 38<sup>th</sup> north washburn. I work next door. I wanted to come here just to address the issue that I have a son with developmental disabilities. He lives in the neighborhood. He lives in the neighborhood, and he works outside of the neighborhood. I want him to have the opportunity like everyone else does to live in their neighborhood away from mom and dad, as an adult, which he is now. To be able to work in this neighborhood and get around in the neighborhood. He has down's syndrome. Not until just the other day did I realize the impact what this might be doing. He got off the bus at the wrong spot. He got off the bus down on interstate and russell. He walked up to see me at work, which is next door. Walking up interstate avenue currently there is so much debris on interstate avenue, he goes up to interstate avenue in greeley, crosses the light at greeley f he's not fast enough to get across that island, and into the other lanes before the wait sign crosses, because we've trained him, when it's whited, you wait. Comes up the other side of interstate avenue with all sorts of debris on that too, has to cross back over at interstate and fremont to get over to this side of the street. I feel like we're a little landlocked area here, and people who have to walk are going to be at a loss. And people with developmental disabilities and physical disabilities, the elderly who are walking in this neighborhood, need to be cared for. They need to be shown that this change could be happening, and we can assist in them getting to where they need to go. Keep in mind all along that the pedestrian is there too. You have to account for the people to be able to walk and get around in their neighborhood. I hope that's encompassed in the plan in a great deal, but, you know, keep 90 your mind that they need to be able to transit through this community all the time, any changes incurring and we need all of the citizenry to make sure that that can happen in an appropriate fashion. You're welcome.

**Trish Rolin:** 1936 N. Alberta, 97217. mayor Katz, council members and neighbors who care, i'm trish roland, overlook resident. Friends of trees overlook committee, and overlook urban renewal committee. My husband david and I bought our first home here over 51/2 years ago. Happily friends of—have followed us. We found the neighborhood quiet, friendly and affordable. I love the diversity. We have easy access to downtown, northwest and most metro areas using bus and car transportation. I support a light rail with the convenience of my number 5 interstate bus. I believe in urban renewal. It will mean that north Portland and—an area most people cannot even find on a map and long forgotten and—part of the metro area will be served, recognized and supported through improved streets, parks, and landscaping. Businesses, stores and services will follow because of the improved quality of life. I have walked the four-mile round trip to lombard fred meyer, and while I appreciate the exercise, I wish for a closer alternative. Thank you.

**Katz:** Thank you.



**Dave Eastwell:** my name is david, I live at 2601 north willis in Portland. I appreciate the opportunity to be heard on this very important matter. As executive director of the kenton action plan and editor of neighbors between the rivers newspaper, I have dealt with the issues of light rail and urban renewal for a number of years. I served on the south-north light rail advisory committee and the north interstate urban renewal advisory committee. I worked closely with pdc and—in setting up initial meetings with property and business owners in kenton during the feasibility study during all of these functions, the vast majority of the general public with whom I had contact expressed support for the project. The majority of people in north Portland want this project and frankly, it is our turn. I urge you to give us the chance to show us—to show you what we can do. North Portland wants a vibrant area of industry and commerce and working class residents, has been ailing since the opening of i-5 slashed through the community in the early 1960s. Businesses along north interstate boulevard. This project can heal that wound. In recent years it's fallen on the social programs funded by Multnomah county to treat the symptoms of the trauma suffered by north Portland. The county has our gratitude for the hard work, but it is time we permanently heal the wound. Urban renewal for north Portland is reconstructive surgery. And like any surgery, it will be temporarily painful. There is a bit of risk. It's expensive. But it can heal the trauma and make a better life for all of north Portland. This is not a time to quibble about the purchase price of band-aids. This is not meant to demean the good work done by Multnomah county, but we need to remember a vibrant healthy community will demand less from the county and city services alike. Renters who become homeowners, the unemployed who become employed, the derelict building that houses a family or business supports the system. But we must make the investment first and we urge you to do so. Thank you very much.

**Pauline Bradford:** i'm pauline, 1745 northeast first avenue. Mayor Katz and city commissioners, good evening, and my name is pauline bradford and I am a 55-year resident of elliott. Over the years, I have witnessed many changes in the area, both good and bad. At the same time, I have seen many attempts to improve the quality of life with bricks and march terror and in the social and economic areas. Due to many mistakes, the results have been mostly one-sided. Many of the residents and businesses at the time the efforts were undertaken were damaged in the process. Especially african-americans, who at the time made up most of the area population. Today we can learn from the past mistakes by making sure the implementers keep their eyes on the goals which are mostly the same. Making sure to lift those who are here while making room for those who choose to join them. Will benefit the area and the city at large. When people are displaced without lifting them up, you do not solve the problem. You just move it around and the city overall is the loser. The overall success of this district will be measured by who benefits and who is displaced. A baseline, including residents and businesses, should be established immediately. To be historically true to the future, the african-american experience and—in this area should be well preserved. In closing, I feel that condemnation should stay out of the urban renewal plan. Condemnation is allowed for roads, rail, schools, parks, et cetera, automatically. When it is included in an overall urban renewal plan, it basically stimulates greed and envy of other people's property and long-time distress of government. We do not need that. We need a sense of community and respect for all. Thank you.

**Katz:** Thank you. There are a lot of people waving. You hit a nerve. All right.

**Brad Halverson:** my name is brad, I live at 4227 north court avenue. I work across the parking lot at kaiser. I've been involved in the neighborhood association and with local planning of the light rail project for the last seven years. I'm also currently chairing the interstate max citizens advisory committee. I support this -- the establishment of the urban renewal area and the objectives listed in the plan. I think it's an amazing document to come out of a 54-member committee that was a very divided according to what I heard over many times. I love my residential neighborhood. I don't like the existing commercial district. The ditch known as i-5 while being a necessary evil to get people through the city, crippled the commercial districts and divided the neighborhoods. Since then, stag



nation has occurred. It looks a little better than when I got here, but not that much. I want interstate avenue and other commercial venues to be pedestrian friendly. I want north Portland to lose its reputation of being unsafe. I want the motels to be used for short-term traditional use motel visitors, not for housing families. Birthday parties for kids shouldn't occur in the motel rooms. They should be—have at least be happening in a better place to live. The transient kids that are constantly moving from one location to another end up affecting our schools of which my children are going to start going to school in a couple of weeks. Can we not do better? Interstate max and the urban renewal district is an opportunity to improve the area. There are some keys here, though. The city of Portland, tri-met, metro, 0 dotted, pdc, all need to work together to improve the area. There's potential to get into—that's not my part, that is my part, and to try to get everybody to work together so we can get a comprehensive solution to some of the approximate. I'm happy to see that the existing r-5 housing in our neighborhood that is already built out has been left out of the urban renewal so we can focus the improvements on the commercial areas and industrial areas that need it the most. I hope that we can end up with things like nice apartments, people that work at kaiser commute from 30 miles away because they don't find any nice apartments around here. Senior citizen housing, there isn't much at the moment. But certainly there's some senior citizens coming our way. Replacement housing for the motels, mixed income, mixed use. I hope we can do this and do this right. Thank you.

**Richard Vial, North Light Rail Coalition:** my name is richard vial, i'm an attorney. I've been retained to represent a group known as the no light rail coalition. No interstate light rail coalition. Frankly, i'm proud to have the opportunity to act as a voice for this political underdog. I'm here to suggests that this group, who are residents and business owners along north interstate avenue, are very concerned about the issues that confront this neighborhood. They do support community redevelopment, but as you can tell from the name of the group, they do not support the light rail going up interstate avenue. As stated in the urban renewal plan, it is specifically designed to benefit existing residents, providing opportunities for current area residents to obtain new jobs and create wealth before, during and after construction of the light rail line. I'd like to suggest to you that there has been no credible evidence that in fact that will be the case for those who I represent. This urban renewal plan was conceived as a tool to help finance a light rail line. There is no secret about that. It's been clearly stated by many of you here tonight. However, the unprecedented size of the district will make it virtually impossible to avoid conflicts between the many diverse neighborhoods that are included. It virtually begs conflict. And I believe that that is why it ought to be reconsidered. I would like to quote from ors chapter 457.020. That is the urban renewal statute. It requires that a finding be made that the area proposed for urban renewal is, quote unquote, blighted. The blight language says the following—blighted areas are those which, quote, cause an increase in disease and crime and constitute a men as to the health, safety, more or less and welfare of the residents of the state. And that these conditions necessitate excessive and disproportionate expenditures of public funds for crime prevention and punishment, public health, safety and welfare, fire and accident protection and other public services and facilities. In conclusion, this urban renewal district was born of a desire to institute a light rail program, and it was not born for the purposes that the statute seems to provide for. Therefore, it ought to be reconsidered and light of those statutory requirements. Thank you.

**Vikki Rennick:** honorable mayor and city commissioners. Thank you for the opportunity to come and I wanted to also thank pdc for an excellent job in outreach to the community. My name is vicky recent I can. I live at 4039 north overlook terrace. I'm coming here for several reasons to support this light rail project. A couple of those are, I ride bus number 5 every day downtown. I stand every day when I ride that bus. And usually when I ride home, in fact usually when I ride home I try to jam on the max line to ride that bit of a way and then transfer on the 5 so I can sit part of the way home. So to me, having a light rail system that would probably come more frequently, have more seats,

have a cleaner environment and less of an odor would be a real plus. I also would like as many of the people in my neighborhood have said, to have a place to shop, to have a cup of coffee, to buy a sandwich, that's in my own neighborhood. But most of all i'm here for my daughter. I would like her to be able to walk to beach school and walk there safely. Currently we have our children go out towards interstate, which most of the parents don't allow. They encounter prostitutes, drug dealing, often a dirty environment, traffic that needs a better control, and it's just not safe. So for my daughter, I ask you, please support the light rail project and the urban renewal so our children can go about the neighborhoods in a more safe manner to their schools more safely and so the children crossing interstate to the school can also do that more safely. Thank you.

**Dane Nestle:** my name is dain, I live at 839 north buffalo. I'm a member of the piedmont neighborhood association, representing the neighborhood association at the urban renewal advisory committee. I'm here to say that we support the guidelines, the plan and also the boundaries as a whole that you see before us to our right. On the committee about the second meeting, there was something we took as a challenge among the members, a large body, one where there was concern that we had actually come to a consensus at any time. 54 people are a lot to get together to actually gather around and say, as a whole we agree to this entire issue. One issue, let alone many-page document with guiding principles and a comprehensive plan as a whole. About the second meeting we acknowledged the main challenge we had was that urban renewal's history here had a negative legacy. That legacy being of displacement and harm to the community itself. Urban renewal this time needed to be not redevelopment, but revitalization. And that's what I believe we tried to capture here. I think we've captured it successfully. We support the boundaries you see before us because piedmont neighborhood association has a mix of housing and of quote unquote blighted areas. We have the historic district which is quite beautiful, we have homes that are under good repair at this point. We also have areas that are adjacent to i-5 that are not in as good a repair. We have commercial areas that are in transitional. We also have a park, but the transition there for the residents looking over into the commercial areas is still questionable. And urban renewal dollars would go to help those areas and we believe the entire boundary as a whole. We support it. Thank you.

**Katz:** Reality check. How many people want to testify? Okay. I think we'll be able to make it. Go ahead.

**Alan Holzapfel:** 1532 N. Holman, 97217. madam mayor commissioners. I live at 1532 north who monday street and am a resident of the arbor lodge neighborhood. I'm in favor of the urban renewal area as drafted. However, I am not totally in favor of the planned use and disbursement of the funds as approved. I am primarily concerned about the inequity of our local neighborhoods exclusively shouldering the financing burden of the city's entire funding portion of the north-south light rail project. We helped pay for the east-west lines. Why aren't the other metropolitan areas helping pay for this one? If as claimed, the vote in Multnomah county was for north-south light rail when it failed in other areas, then all the metro areas should pay for the expansion of a countiwide benefit. More specifically regarding the light rail itself, the light rail would not be the most beneficial mode of transportation in the following areas. The removal of two lanes of traffic from a major arterial greatly increasing the distance to transit stops by decreasing the number of stops with a major impact on elderly and infirm. Removal of all trees along the proposed light rail corridor reducing the vegetation canopy. It would be many years before three-inch caliber—call per trees replace the canopy and character of 12- and 36-inches trees. Fortunately a solution has already been proposed by several different people. And although tri-met has tried to cast them in a poor light, streetcars are an acceptable alternative. For whatever loss in capacity may be ascribed to them, and I differ with tri-met's assessments, streetcars would provide the mass transit not require the removal of any traffic lanes, street center mounted poles to eliminate the tree removal problem, and urban renewal funds could still be used to add trees along the interstate corridor instead of removing them and starting

over. Construction less costly, requiring less time and underground utilities would be less restricted. I urges you to approve the area with the modification of the installation with the streetcar system in lieu of the light rail system. Thank you.

**Miriam Linder:** i'm mariam lender, I live at 6835 north atlantic avenue in the arbor lodge neighborhood. I'm here tonight to represent advocates for lombard library. We are a group of residents and educators from the portsmouth university park, kenton and arbor lodge neighborhoods. We have been working to advocate for the resumption of library service in those neighborhoods. Our neighborhoods comprise a portion of the city notably underserved by the county library system. We also have an—in our neighborhood along lombard two former libraries that were built by the communities in the 1920s served our communities, and have been closed for the past 20 years. These neighborhoods are particularly vulnerable to lack of library services by any measure. One measure every school in our neighborhood is a title I school. Another measure, over 50% of the eighth graders at portsmouth middle school do not meet the state standards in reading. So I think this is an inequity with consequences grave enough to be called an injustice. I don't know how it's been allowed to continue this way for 20 and 25 years, but I hope that with the inclusion of our portion of this city in the inner state urban renewal area, the city, the county and the communities can work together to reestablish library service. And I see on page 34 item l in the plan calls for community facilities such as a branch library, arts center, multicultural center, intergenerational activity center, and child care. I believe a branch library is all of those things in itself. I hope that—I hope you see that the need is urgent, and I ask that the urban renewal project make the associated capital costs a priority for early funding.

**Katz:** Thank you. Let me just ask a question. I was the one that raised the issue of the library. Was that part of—where was the discussion when Multnomah county talked about library levy? In terms of the library on lombard? Was that part of the discussion?

**Linder:** no library on lombard is included in the current funding. We are hoping that it will be a priority in the next funding cycle. Does that answer your question?

**Katz:** In another levy.

**Linder:** we need another levy, another bond measure, and we're hoping that capital expenses can come from this project here.

**Katz:** Okay.

**Hales:** do you know what that measure is doing? Is there a hole in the system as a result of this omission? Is there just not enough library capacity in north Portland?

**Linder:** there were, since the early part of the century, four libraries in north Portland. St. Johns and north Portland on north killingsworth remain. And ours are closed. So we, in this part of north Portland, are farther from any branch library than any other community in the city.

**Hales:** So they're renovating st. Johns and killingsworth, they're not necessarily adding capacity and they're not reopening any of the closed branches.

**Linder:** no. That's what we're asking for at this point.

**Hales:** I get it. Thank you.

**Alan Hipolito:** let me first apologize. I think, like my friend here in the middle, my name is allen, I have a hard-to-pronounce last night. Name. I live at 4433 northeast 35<sup>th</sup> place. Not to take anything away from what i'm sure you'll hear from pdc later, but I also would like to talk to you about the impact statement and kind of the idea behind it. And i'll leave it to those in your charge to discuss more specifically how it will integrate or could integrate with urban renewal decision-making and strategy development and actually delivering resources to the folks who live in the community. For—as you may know, for major federal actions, the national environmental protection act requires that we do environmental impact statements. And what an environmental impact statement does is assess different alternatives likely impacts on the environment, and propose specific strategies to

avoid or mitigate any negative environmental consequences. And while that same act requires that environmental impact statements have sociological assessments, many have found that address insufficient to provide similar protection to people as is quite justifiably provided to other members of the natural environment. And in response to that, you've had organizations like the institute on race and poverty, the surface transportation policy project, groups operating out of san francisco, saying we ought to do something about people. We ought to find a way ahead of time to assess what public investments will do to the people who live in a particular area. So that is what we're looking to do here. We're trying to predict ahead of time, are there negative consequences, particularly on population that's I think most folks recognize are most at risk of displacement. People of color, low-income people, the elderly, the disabled, the small businesses in the corridor, and as we find out, are there existing disparities in those groups, are we going to potentially exaggerate those disparities with those funding, then let's first do no harm to those populations and then if we can, and we should, let's go further, let's try to affirmatively provide benefit to those populations most in need of these kinds of services. It makes sense. It's hard to do anything without accurate information. And if you have accurate information about what's going on, in a manner that's respectful of process and time, then you will have more accurate information to design the strategies that ultimately can lead to the type of benefit I think most folks here are asking for.

**Katz:** That's an interesting point. Will that fit into the racial disparity study that we're looking at? Do we have resources to do that? You'll come up later. All right. Thank you. Jada may, you're everywhere.

**Jerry Lindsay:** i'm jerry lindsay, I live at 3786 north melrose in the overlook neighborhood. And I served as a member of the urban renewal committee. I very much support the urban renewal process and i've lived in my house for 12 years and have anticipated the day that would come when interstate avenue would no longer be a sort of source of embarrassment to have to pass through to my lovely neighborhood. [ captions temporarily suspended

**August 16, 2000 6 pm last part – 8:30 – 10:00 pm** [ the following text is the byproduct of the closed captioning of this program. The text has not been proofread and should not be considered a final transcript ]

**Jada Mae Langloss:** [her testimony was missed]

**Kevin Campbell:** N. Massachusetts. wherever we have lightrail stops, along with the high density zoning, we have a potential horrific problem and the problem is, it allows for 100-foot tall building of that spot. I talked to the pdc about this. This is the fifth time I brought it up in public. What I am worried about, is when the funds are approved for the lightrail, if a developer comes to the palms or any other hotel, along interstate, and purchases that property, legally, they can put up 100-foot tall building. You can check this with the pdc. I have brought it to them. It has been brought multiple times. We are talking about high density housing that fits into the spirit of the community, 100-foot building, in no way, can fit into the community. My 30-foot bung low in my r-5 rated zone is going to look ridiculous sitting next to a skyscraper. What I have heard from the city is that, well, we don't have a purchaser, and possibly, nobody will do that. My problem is, it is possible. Why not, right up front, do something to take care of the problem. I think that there is a gap between the word and the deed. The word is great. This is a wonderful document, and participation has been fantastic. And I am all for this. The deed is yet to come. And if we start out by developing around these stop and is we do that wrong, and we end up with a building that is inappropriate right at the beginning of the road, of interstate, we will have a flag that says, urban renewal does not work, and it will be visible clear across the river. Thank you.

**Brenda Ray Scott:** good evening. Mayor Katz, and fellow commissioners, I have to compliment you on the attention. I have seen you give to each of us, and that really warms my heart. And I just want to say that my comments are more generally based because I feel like my neighbors have spoken well to some of the specific concerns that I have. My name is Brenda Ray Scott, and I reside at 8824 North Hamlin Avenue. Incidentally, four blocks from Columbia Villa. I serve as the board secretary for the Kenton neighborhood association and also for the Kenton action plan. I feel the urban renewal will have a tremendous impact, not only on the Kenton neighborhood, but other neighborhoods, such as the Overlook District and also Portsmouth. This impact includes the introduction of thousands of new jobs and housing units over the next 20 years. Existing a new residence will benefit from the housing and jobs that will entice other residents whose spending will help businesses along the interstate corridor, especially in Kenton, to thrive. And finally, the implementation of interstate lightrail is vital to integrating North Portland. The forgotten fifth quarter with the rest of the city of roses. In the long-term, the entire community benefits and I believe that it is a tremendous return on our investment, and I can't say enough to say that I am delighted to see that this is happening, and I, too, have had incidents of people rolling their eyes at me, being embarrassed to be at my home, not wanting to be in North Portland. I have seen North Portland left off of maps published by the city. So, I am delighted that we are here doing this, and thank you.

**Katz:** I remember that incident.

**Per Fagereng:** 4108 SE 10<sup>th</sup>, 97202. My name is Per Fagereng. I support public transit, and I love to ride trains, but I think that this is a very ill-conceived plan. And I am not—I don't have time to focus on all of the flaws, but we will just look at one. According to the Albina Community Concept Plan, there will be a high density corridor running between Interstate and the freeway all the way down to Kenton. There will be the lightrail stops will be about eight blocks apart, clustered around them will be high overhead, probably a franchise-type of businesses, hiring low paid labor. The people will actually live between these transit stops. Now, if you live over by the freeway, you will have about an eight-block walk to the nearest transit stop. This is not conducive to a pedestrian or it is forceful pedestrianism, I suppose is what you could call it. Involuntary pedestrianism. Probably a lot of these people would rather drive their cars than drive the eight or ten blocks. So anyway, this is an ill-conceived plan, and previous speaker asked for an alternative. We have one that is very clear. One

would be to have commuter trains going from clark county, which we did when the bridge was down, on existing track, and the other, the other part of the alternative will be to have decent bus service on interstate that goes much more frequently so that people do not have to stand up all the way. Thank you.

**Joe L. Buchanan.** 192 Gamble Lane, Pueblo, Colorado 81001. thank you. My name is joel buchanan. My concerns are a little different than the others. I am concerned with where the rail is being purchased for the new—for the interstate—the interstate system. I am with the united steel workers of america. I am from pueblo, colorado. I am one of the thousand steel workers who were locked out of our jobs by Oregon steel mills for over 33 months. And a long awaited ruling from a federal administrative law judge found the Oregon steel mills and their wholly owned subsidiary guilty of massive violations of federal labor law and ordered the company to reinstate and make back-pay restitution to approximately 1,000 formerly striking members of united steel workers of america. The findings include over 100 instances of unlawful conduct by rocky mountain steel. Because of its refusal to reinstate the workers, the company owes back-pay to all former strikers from december 30<sup>th</sup> of 1997, a liability that has reached approximately \$120 million and is accumulating at a rate of up to \$1 million per week. Oregon steel rocky mountain steel's track record also includes being fined for over \$400,000, the second largest fine in colorado history for osha violations. They are currently conducting a comprehensive wall-to-wall investigation at rocky mountain steel. Workers at rocky mountain high school were more than twice as likely to suffer a serious injury on the job last year. Nar counterparts in the steel industry. The state of colorado is suing rocky mountain steel for violations of the federal clean air act. Rocky mountain steel, Oregon steel is the subject of a national boycott by the afl-cio. In a june 16<sup>th</sup> letter, denver mayor, wellington webb, has ordered rtd, not to use rail produced by rocky mountain steel mills. The letter to rtd general manager, cal marcella, the mayor wrote, I urge you not to do business with rocky mountain steel mills. Rsm has an accumulating record of disregard for the law. Their workforce in the community of pueblo. Rtd, in conjunction with the colorado department of transportation is considering purchasing steel from, from rmsm for the southeast corridor, extension later this year.

**Katz:** Sir. Your time is up. Thank you.

**Angela Moos:** I am angela moose and I live at 3417 N. Russett, part of the kenton neighborhood. I lived in north Portland for the last eight years and our neighborhood has gone through an extensive amount of infill, and I feel the growing need for goods and services in north Portland, more now than when I first moved into the community. My biggest concern tonight is that I understand that the urban renewal district will generate the city of Portland's local portion of the dollars to pay for its contribution to the lightrail creation. My question is, if there was not going to be lightrail, would there really be any interest in doing this in north Portland? And I just wonder what the real attitude is. I do not believe that lightrail is the right answer right now for our transportation needs in this area. And that is my question. Thank you.

**Jerry Rust:** good evening, mayor. Commissioners, jerry russ, 3417 north russet, and as a member of the kenton neighborhood board, I would like to go on record in support of the urban renewal district for many of the reasons that you have already heard tonight, housing, home ownership, business development, training, the infrastructure, and the lightrail, which will eventually allow us to move people back and forth across the river. And the thing that impresses me the most is unlike earlier urban renewal districts, this one benefits primarily existing neighborhoods. I want to address the human services issue just for a second, and I think that I put it like this. My heart is with the county commissioners, but my head is with the mayor. Especially in an uncertain fiscal environment. But, I do think that this dispute has brought out the tremendous, unfunded, unmet, human services need in our county and in our community. When I looked at the, the need over 5,000 families and this \$2 million represents about 200 families that would be served. That's—it appears that we are fighting over scraps, and I think that a way to elevate our thinking on this would be to defeat the

sizemore and mcintire initiatives and elect a national administration that doesn't want to give all of our surplus back to the wealthiest people in this country, instead of investing in human services. Thank you.

**Katz:** Thank you. For those of us who have missed the convention, that was a nice touch. [ laughter ]

**Nancy Bethurem:** 1725 N. Schofield, 97217. my name is deanne thurman, and my husband and I have been north Portland residents for 20 years now and I am the founder of residents for neighborhood preservation and livability. And, um, unfortunately, I have always been unable to fully explain my position. My concerns, my fears and the negative impacts that I have found out about for the last several months, and I have been I have beenensored for many, many meetings. And I would like to say that we, we vehemently oppose urban renewal and lightrail, and urban renewal will cost us our home, and we will be prized out. Many people like ours, will be forced to replace, under your plan, targeting the most vulnerable, the elderly, working, poor, single parents and more. You have no right to hurt, harm, tear up people's lives, putting them into shambles and uproot ut in many ways, all in so-called progress, and what your vision of the future should be, only. Despite what other people say, there will be no programs to help people like myself, and others who will be displaced and who are forced out. Your vision, because of the people's income level. Your vision of affordable housing doesn't exist. It is a myth. Affordable to you, only. The city has enlisted many agencies, formed phony advisory commissions and others to deceive by deceptive measures and mislead the public in many ways, such as carefully worded questionnaires that are only one-sided, policy statements, maximize the good, minimize or leave out the bad, all together. Unrealistic plans, programs, goals, and more in order to give to you exactly what you want. Totally disregarding the countless problems that it will create. And unfortunately, I am not going to have time to go in, as usual, the negative impacts that people tell me all the time to do, which is affordable housing, property taxes will increase, high density, we will be crammed into houses, condos, lofts, townhouses, more crimes, fbi, higher crimes, crimes associated with higher density, traffic congestion will be tripled. More pollution, epa says more pollution—the high density— more polluted cities, to do with density, I mean, displacement, there will be people who are displaced and we are one of those people, and my last comments to you, ma'am, is, and the council is, look, you have no right to dictate to us, where and where we should live and in what kind of space, and my bottom line is, we are putting this—i am putting this city and the city commissioners on notice, when I am forced out, you are going to pick up the tab. I am not. I am not going to become hopeless because of this city and its greed.

**Katz:** Thank you.

**Bethurem:** thank you for taking my home away. Thank you for ruining my neighborhood and my community. You have no heart and soul and conscious. why I am saying all these things but nobody is giving me the time to do that, and if you guys would know, you wouldn't support this so much.

**David Rolin:** thank you very much for allowing me to come and speak with you, and to my neighbors. My name is david roland and I am a resident, hormone at 1936 north alberta. Nearly six years ago, my wife and I invested in the neighborhood by purchasing a decaying commercial property zoned residential with the intention of transforming it into a home and studio for ourselves. During this time, we have come to love the neighborhood and hope to retire here. I find great comfort in the economic and the racial diversity. The location serves us well. The ambience and the feeling is calm and friendly, and the existing public transportation fulfills the needs of we who are moving into our elder years. We look forward to the normal growth and evolution of the neighborhood and the changes it will bring. Some of those being parks, affordable housing, job, viable job training, small business startups, and community gardens. Having made those points, I want to make my primary concerns known. While I support the concept of urban renewal, I do not

want the popular march of gentrification to drive those of us on fixed incomes out of our homes due to hyper inflated property taxes driven by urban designs, designs imposed on the neighborhood by those with questionable agendas, rather than drawing from own unique history and nature. Second, I have grave concerns over the loss of adequate public transportation to many of us by the current lightrail design. Today, our buses convenient and viable, a reasonable way for a walk from our home. When lightrail is complete, my walk will have more than doubled, making the automobile a much more positive consideration again. I strongly advocate adding supplementary bus services to the interstate route to cure this short coming. Finally, let me go on record as being a long-time advocate of public mass transportation. In fact, I voted for the interstate project when it failed the popular vote. However, I was appalled when our leaders drove around the voters and rammed the project through on a technicality. It is one thing to lose a favorite prompting. It is quite another to see our democratic process compromised. In spite of this, final 8, I have the highest hopes for our urban renewal and lightrail, thank you very much.

**Greg Flynn (?)**: hi, I am greg flynn. I don't live in the neighborhood, I live out in gateway. Everybody here, remember the promises. In gateway, when they put lightrail through, they promised, don't worry. Just going to be a train going down burnside, you are still going to have your single family homes, nothing is going to change, except there is going to be a train going down burnside. Well, in 1990, they projected 42,000 riders on lightrail. That didn't happen. In 1995, they actually had 26,000 riders. Today, they still have not hit opening day numbers for eastside max. They changed the numbers. Now, they hit their goal because they changed the numbers, but all the projections they sent back to Washington, d.c., they didn't hit those numbers so you have changed them. Now, because you have changed them, you added transit oriented developments in the gateway and east side of Portland. Those are ten-year tax abatements and I haven't heard anyone talk about what the effect of that will have on the general fund. On top of that, in gateway, you want to add urban renewal as here. Because you need density so somebody might ride lightrail. In the whole, Portland-metro area, lightrail accounts for less than 1%, 1% of all the commutes in the Portland-metropolitan area. You spend 70% of our dollars on a system that carries 1%. I am telling you, remember the promises, they don't always come true.

**Katz**: Thank you. A lot of people waving.

**Fred Smith**: my name is fred smith, my address is 3728 northeast 18<sup>th</sup> avenue. I am the chair-person of a neighborhood association and I am speaking in a personal capacity. I fully support the revitalization of the neighborhood, along with interstate—along interstate avenue but I am in opposition to the lightrail project. I feel this project is a costly mistake that will be a disaster to those commuting by automobile and dubious value to those commuting by public transit. The neighborhood association has asked the proponents of lightrail to address our neighborhood meeting. In the interest of fairness, we have also asked a representative to provide an opposing view. The supporters of lightrail refuse to come to the same meeting, thus depriving us of the chance to hear both sides of the question. I do not feel that the lightrail question has been adequately explored. Especially in life the voters rejecting this project. I feel that both sides should have access to influence— access to influence public opinion, and that the will of the people should prevail. I work on swan island at the ship repair area and drive on interstate five days a week. I fear the elimination of two lanes of roadway will result in massive traffic congestion, which lightrail will not alleviate. Additionally, I feel the displaced traffic will seek other pathways throughout the neighborhood to the detriment of the neighborhood. Money spent on lightrail will be much better spent on improving bus service, adding express buses and reducing fares to increase the ridership. Bus service is, by far, a better choice as it has the flexibility that lightrail does not. Buses might not be as glamorous as lightrail, and the contractors might lose out on the lucrative contracts, but it is far—it is by far a better deal for the people of Portland, that is all of the people of Portland, those who commute by car, bike, or public transportation.



**Betty Jo Austin:** 930 NE Holland St., 97211. good evening. Mayor and commissioners. Council. My name is betty joe austin. And on behalf of my husband and i, burnett, we want to extend our thanks for this opportunity to express our support of the interstate project. We are now just steps and weeks away from opening and starting up a new school of cosmetology for ethnic and the multicultural clients. We will be giving licenses in barbering, hair care, face, nails, and teacher training. We see that this will be an opportunity for our students down the way from years to come to benefit from this project. Our school will be offering services to the community, as well as jobs, as well as career training, and also an opportunity for entrepreneurship, so we are excited about this opportunity coming down the pike, and we want to say, again, thank you for this opportunity of this forum to express our support.

==hi, my name is carol tizam. I am the executive director for the interstate fire-house cultural center, and thanks for this opportunity. The interstate fire-house is 18 years old, and we are part of the original albina plan, and we are participating in the lightrail advisory committee, as well as participating in the neighborhood associations. Our concern, of course, is providing art and culture for people who live actually in the area. But, we have a population that we haven't discussed here tonight, and that is our children. When we are looking at some of the patrons who will be participating on the lightrail, it will be children. And there is a need, I feel, for children to be educated about how to take the lightrail, about the services that are available, and some services that wrap around the lightrail, so that they don't take the rail down to center city, cruise around, and come back and get into trouble. So, I am asking that you consider not just funding the lightrail, but consider applying for additional funds that will support youth and families so that children are safe on the rail. Thank you.

**Peggy Adams:** hello, I am peggy adams and I speak as a steering committee member of the mississippi historic district target area project. We are a group of residents, property owners, and business owners in the boise neighborhood. Our goals are to bring our commercial district on historic mississippi avenue, back to life and to improve the surrounding residential neighborhood. Through our urban renewal representative, we have participated in the interstate urban renewal advisory committee. As a group, we have discussed and are clear about the number of issues that I would like to outline for you. We support the creation of an urban renewal district, that includes the boise neighborhood because we believe that the urban renewal tool can help us meet our revitalization goals. Our neighborhood is an appropriate focus for urban renewal investment because it may help repair damage to our business district. The past large-scale projects. I-5 and the coliseum, isolated a vital commercial district on mississippi avenue. The proposal we considered today has the potential to redress past damage. We do not support the use of condemnation of property as an urban renewal tool. We want our commercial development and district to look better, and the vacant land within it to be developed. We support expanding housing opportunities within our neighborhood. Including mixed, used developments. We want public buildings and private developments to accommodate people with disability. We want development to build on our current historical assets. We want good design. Lastly, we firmly support the priority expressed in the proposed urban renewal document that our renewal efforts benefit people who currently live and work in our neighborhood. We do not want our neighbors to be displaced from our neighborhood. Further, we want our local workforce and skills construction contractors to successfully compete for opportunities created by this urban renewal effort. Thank you for this—your time and consideration and these priorities.

**Jane Mamchianes:** yes, I am jane marcianas, and I am a lifelong resident of kenton and a homeowner—

**Katz:** Could we lower the volume in the back? So that people can hear? Thank you. Go ahead.

**Jane Mamchianes:** oh. I am speaking also for my sister, helene. We are both deeply disturbed about our neighborhood— condemnation remains a very real threat. Although people are being told that condemnation is off the table, the urban renewal plan clearly says that there will be no

condemnation as part of the urban renewal plan until and if the interstate urban advisory committee decides that it wants to amend the urban renewal plan to include condemnation, and unfortunately, our neighborhood association in Kenton is in favor of friendly condemnation and they have not informed people about what that means. This is a term that's been absent about, and which most people have never heard of, and as I am sure you know, it is a layman's term for involuntary conversion. It is just a settlement, and full condemnation needs to be in place. In order to have it. Apparently, when businesses can agree to sell in a settlement and return for not having to pay high capital gains if they relocate in six months. However, it is often not possible for them to do that, in the allotted time and they lose the benefit. In any case, when they relocate, they are not compensated for good will and have to build up a new clientele. It will not benefit most homeowners because capital gains are not paid on home's worth less than \$250,000. And, I've been told by a city official that rents will escalate, causing people who can't afford the higher rates to be priced out of their neighborhoods, which is a matter of great concern to some of my neighbors. We are told that the property taxes will not be increased because of measure 50, but what about levies and bond measures and, of course, other fees and services could be increased. Developers will be receiving 10 or 20-year tax abatements and subsidies, I understand. More people will be moving in, causing more infrastructure expense. More crime and so forth. We might have to choose between tax levies and police protection.

== hello. My name is Jacqueline, and I have been a member of the working poor class in this country all my life. And I am a recent homeowner at 815 North Alberta. Now, that I am a part of this neighborhood, I see three things as very important. One of them is this light rail program that is being proposed. As I am not a, an SUV owner or, you know, I am a pedestrian, and like I said, I am poor, and I think that it is a very good opportunity for poor people to have that. I also think that it is important to add more vegetation for the quality of life in our neighborhood, and for the folks that are worried about displacement, I really think that it would be important to enact some sort of rent control in the area for people in order that they won't be displaced. Thank you.

**Monique Snyder:** 7316 N. Omaha, 97217. I am Monique Snyder and I live on North Omaha. I have worked in Kenton for 25 years, and lived in the neighborhood about 18. My concern here, and it hasn't been brought up all night, is money. Money, money, money, all the time. The cost of the things going on here, it sounds wonderful. Sleeping Beauty, this is just adorable. Everybody would like their neighborhood cleaned up. Everybody would like help in the neighborhood. But, what is this going to cost us? In the long run? You tell us one week we are blighted and you tell us that we are poor. You tell us that we are low income, but you say, oh, goody, let's come up with \$350 million. Where do you think we are going to get it? We have only got to come up with \$30 million to keep the train going that goes no place, but still, that \$30 million could be much better spent in the neighborhoods we live in. Needless to say they need upgrading. North Portland has needed it for a long time and been skipped over, but if we are going to get money, since we are the ones that have to pay that amount of money, you should consider us first. Urban renewal plan was, and it should and it would be very effective if it was done right. Consider a budget, I know you don't. We have to. But, when you consider a budget, you come up with a budget first, not at the end of the ballgame. How much would we like to spend? Let's just make it bigger and bigger and bigger until we have got everything, you know, let's come up with a budget, first. Then we say like all of us that live here do, this is how much that I have to spend, what can I do with my money? Does it mean that we can have a little train? Does it mean that we take care of the housing? Does it mean that we take care of the schools? Where does our budget go? Let's come up with a budget first? Before we have got things half done, don't waste our money. Let us use money in our neighborhood in a good way.

**Larry Mills:** 1407 N. Winchell, 97217. Honorable mayors, fellow commissioners, thank for you letting me come tonight. I wanted to just take a few minutes here. Over the past several months, many people have worked many hours to bring this proposal to you for approval. The committee

charge for this task was very diverse, in most cases, the process proceeded fairly smoothly. The final document, although not everything to everyone, creates a good template for the future of northeast Portland. When and if this proposal is given final approval, the real work will begin. With that in mind, I would like to make a couple of suggestions. Good communication will be essential for the success of this plan, as we all know, pdc has a somewhat tainted past. The future can be positive or negative, depending on how pdc implements the plan. Every attempt should be made to promote an open dialogue with the community. Members of every neighborhood should know where their neighborhood stands relative to the district as a whole. Hopefully, there can be a location within the community where citizens can receive updates on projects and proposals. This should help dissolve fears and disrupt, regarding the process. During the planning of this proposal, there were a number of times that it seemed that we, as members of the committee, were shooting at a moving target. Issues such as the city's portion of the lightrail funding. Boundaries, the right of eminent domain. Lacked any definite direction. This influences the credibility of the process. There were times that many issues changed from meeting to meeting. That brings us back to the trust issue again. In the future, clear and concise priorities should be established. That way, everybody is starting from the same place. Throughout the planning of this urban renewal district, there were time when it seemed that expectations were outside the scope of an urban renewal process. Many ideas seemed a little high in the sky. My understanding is that the urban renewal process is primarily a bricks and mortar application of financial resources. There were many ideas that seemed far outside the parameters of a capital project. I have just got a short bit. I think this is misleading to allow organizations to think that financial resources are there when they probably aren't.

**Katz:** Let me ask you, I know that you are a member of the committee. What items did you hear over the last year that you don't think fit within the parameters of the urban renewal area?

**Mills:** some of the human resource kinds of projects, and things like that. I just didn't see how those would work as far as any kind of a capital expenditure. I know that there were like, for example, Portland community college. I understand had a pilot project where they furnished a site and the urban renewal dollars could be used for classrooms and making the facility available, but not the project, itself, that was a job's project, so I think there needed to be some definition as to what they can and can't do.

**Katz:** okay. Fair enough.

**Mills:** I have one last conclusion, thing.

**Katz:** No, no, your time is up.

oh. [ laughter ]

there are—p I done?

**Katz:** Yeah.

okay. Thanks.

**Nikki Hines:** 4322 N. Borthwick, 97217. hi. I am nickie heinz. And I am not originally from Portland, but currently I am living in the concordia area. And I will be moving to the boise area the first of september. And I don't have a background about a lot of community involvement. So, this is all new to me, but this is very, very interesting. Very, very deep. And i've been here for about ten years -- 11 years, and I notice I change in the north, northeast area, and I am an advocate for human services, I was kind of asking questions, wondering about—my concern is, you know, I don't like to—and I guess others can relate to me, have to travel across the river a long ways from home to get the services that I need. For instance, like hospitalization. We used to have a kaiser, I am a kaiser member, we used to have a kaiser at greeley. All of a sudden, it is gone. So now this contract—they contracted our services to other hospitals. I notice, um, a concern about our mental health, northeast mental health is gone. I don't know what happened to it, you know. So now our residents have to, you know, travel across the river or further out for services. And, um I think that we still have north/northeast community health, you know. But, by the time that I have been here in the north

area, where I am moving to, I did see some improvement. And I am very grateful for pdc initially because I just came to Portland and I was a single, um single family household. Pdc had a program at the time that was giving offers for rehabilitative homes and get us hud loans, you know. I got started with that. And now this is my second house that I am buying. So, this is really—

**Katz:** Your second?

**Hines:** second. Yes. You know. So, I think that pdc, I thank them for giving me that opportunity. Now that I am at a different point in my life and my sons are older and I am seeing more beyond my little environment now, I am more interested in the community, and I would like to get more involved. And, another concern that I have well, the future, but pcc college, I am going, I am going back to school for my degree, and I notice that pcc doesn't have a lot of programs for professional degrees, like nursing, registered nursing and other programs like that, because I feel that would be beneficial to the community. They have technical courses and things, but professional, you know.

**Katz:** Thank you. Your time is up. The nursing program is up at sylvania, but it is far.

**Hines:** we want one in our community. Thank you.

**Libbi Albright:** 75 Touchstone, Lake Oswego, 97035. I am libbey albright, and in the past, I was involved with the north Portland traffic committee and community service here in north Portland. My family had to move because the school district in Portland couldn't support my daughter's learning needs. It was with great sadness that we moved. I always retained an interest in north Portland. And around january, actually, over a period of a year, we invested in north Portland again, and I bought some investment property on interstate, specifically, so that I could advocate for lightrail. I must—I am a strong lightrail proponent, and I just wanted to share. I've been doing a little research, and I wanted to share the information with you, may have already heard it, but I wanted to share it again. In the sense of the community, may or may not decide on lightrail, but if you do, here are some things that you could look forward to. According to john bullier, who is with stacy witbeck and coordinating the lightrail project, every, every mile of lightrail will create approximately \$1 million worth of job opportunities. There are approximately 4.6 miles between rose quarter and kenton, so that is tremendous potential job opportunities. Stacy and witbeck are committed to employing local workforce through the northeast workforce center, and included in that, is an education and job training program, as well. I believe that it is administered through bruce watts, and his phone number is 288-4370. Typical jobs in an urban lightrail project involve concrete layers, pipe layers, track layers, drivers, is that it?

**Katz:** Yeah. We are aware of bruce's work with tri-met to make sure that those goals are met. Thank you.

**Kathy Minden:** 612 NE 197<sup>th</sup>, 97230. good evening, mayor and council members. My name is cathy menden, and perhaps I came the furthest tonight. I am from gresham, east county. Enjoying riding lightrail very much. Unfortunately, I attend too many meetings to have much opportunity to have fun with it. But, I just wanted to say that I support this opportunity to connect to all citizens and neighborhoods in a central way. I have been, in other cities, and have used subways and lightrails, and rail systems that connect all directions as this one will. And it is just an incredible sense of freedom and exploration, that literally opens new avenues of exploration. However, I am known as a volunteer children's advocate, in my community. And I do realize that the council would have to allocate moneys from the general fund to support human services and early childhood programs. But, to do so is actually a huge savings in tax dollars because those dollars will be allocated in some way or another at far greater cost in the future. It is wiser to spend those dollars up front in the human infrastructure early, rather than dollars for educational programs, such as occurring now at the trot-dale jail facility, as an example. We have an understanding of early brain development and the first three crucial years of life for children. I urge the council to consider both the physical and human infrastructure in your discussion. Thank you.

**Neil Brown:** hello. My name is kneel brown. And I live at 2205 north skidmore terrace. I come here to speak against lightrail. I didn't have the opportunity to prepare very many remarks, but it occurred to me sitting here listening to this meeting that there is a great divide between the people who are in favor of lightrail, and the people who are against lightrail. People don't necessarily trust each other or necessarily believe each other. They don't necessarily understand each other's arguments. So, it occurred to me that I should and the opinion of four or five or six people, it looks like there is only four members here tonight. Who appear to be in the middle of this, who a lot of people appear to be talking to. Who a lot of people appear to be doing research for, and whom a lot of people on both sides seem to trust and believe. I am an avid opponent of lightrail. But, I would like to make a deal with the city council. I will switch sides, cheerfully, I will happily switch sides. I don't believe the arguments that are being said in favor of lightrail. I don't believe the projections that are being made. I don't believe that it is going to make the world a better place. I would like to find out if you do. Make a deal with you. Move in one mile from lightrail, establish that as your primary residence. Live there. Let me, when I am driving to work, drive past your house and see you mowing the lawn. Move in. Prove that you believe what you are saying about how wonderful it will make the world if we drive a train down the middle of the street and take out two-thirds of the ability for this—for the people of this neighborhood to get in and out of it. I was born in kaiser hospital right over there. A year after my parents moved into their house, six blocks that way. I know this neighborhood. I have lived in this neighborhood, and I rode tri-met as my primary means of transportation for 13 years. Let's see if you believe this will make the world a better place. If you will move in within one well, make it one block of lightrail, I will switch sides. Otherwise, we know where you really do come down.

**Michael Wilson:** 6428 SE Division. good evening. Thank you. I am michael wilson. I don't live in the area. I do work in the river gate industrial area. The reason that I do not live here is because my wife is disabled and we have to live near her doctor. Many of the proponents of lightrail are pushing it as a means to solve traffic congestion. Absent is any discussion about using transit as a means of increasing the opportunities of individuals to improve their daily lives. Northeast and north Portland are two of the lowest income neighborhoods in our city. Just a few miles to the north is river gate industrial park, and an area employing about 6,000 workers. A 1995 survey of the employees of the area conducted by the port of Portland found that 26.4% of the employees came from clark county. 17.7% from north Portland and 12.7% from northeast Portland. Although the survey is somewhat dated, the facts probably have not changed much in the last five years. Today's tri-met service to the river gate area is limited to a few trips in the morning and evening. In tri-met, they don't have any plans to address that problem. I urge you, mayor and members of the council to look at alternatives, such as the one described in the magazine mass transit. Their article of june, 1997. About the transit system that was developed in brazil. This system is unique in that it has received accolades from around the world for its efficiency and quality of service. It is made up of ten private companies overseen by a quazi-government agency. The system is entirely supported by fares and carries 75% of the daily commuters. I urge you to compare their 75% with tri-met's 5%. That's a 5-fold increase in a city larger than Portland in a number of years older. I also urge you to discuss the possibility of ending tri-met's monopoly. To paraphrase a bumper sticker, markets are like pair chutes, they work best when they are open. Thank you.

**Diane Feldt, Director, No. portland Community and Family Center:** council members. I am diane phelps, the director of the north Portland community and family center. And unlike my colleagues at family works, I do understand about urban renewal because I am on the committee and it was an incredible and eye-opening experience. I got on the and the for two reasons, to look at two issues. One was gentrification, which I believe is going to happen whether we have a urban renewal district or not. It is happening. I watched it march down marlin luther king boulevard and seeing it pop up in north Portland. I know what this is doing to the families that are very poor. The families

that are elderly. That really don't have access to the type of resources you need to maintain a family home in this world any more. North Portland is one of the last places. The other reason was to make sure or to talk about any high density housing for families that pops up along the lightrail, include facilities for childcare. Because if a parent has to drive the kid to child care, they are going to drive the car to work. So, those were my two issues. In the process, I also would like to take this opportunity to applaud the cadre of african-american ladies and gentlemen, many of them elderly, who were at every meeting and gave us a conscious and taught us the history of the pain that happened in north and northeast Portland, and hopefully, this plan will bring closure to that, and I think that that is—that gentrification, and dealing with the issues is the real challenge that lies ahead. I support this proposal. I also support the inclusion of the portsmouth neighborhood and I think that hope 61 an incredible opportunity for that neighborhood and for the city. Thank you for your time.

**Mary Dyson:** 232 NE Stanton, 97212. I am co-chair of the elliot neighborhood association. Good evening mayor Katz and city commissioners. We in elliot took seriously the setting of our boundaries for the urban renewal area. We were careful and conservative in setting our boundaries. Due to past practices and the feeling that there is no such thing as friendly condemnation we asked for and pushed for no condemnation within elliot for the life of the plan. We are very happy that this specific language for elliot is included in the existing plan. We have other—we have tools, other than condemnation, available to create a viable community. I can't stress enough that this plan, when carried out, needs to benefit the existing members of our community, not harm them. Thank you to john southgate for listening to our concerns during the process and thank you, mayor Katz, for your willingness to remove condemnation from the plan. And we hope that condemnation won't be brought in later. The loop-hole does exist. As it currently stands. And finally, thank you for elliot's urban renewal committee reps, gary hampton and pauline bradford, we appreciate their hard work on this plan.

**Kristin Jager:** I hope that she is still listening. I lived in north Portland for 25 years. I moved here from eugene, so I didn't realize that north Portland was not the place to be, so when I chose to buy a house 14 years ago, I bought it in kenton. I bought it because I liked the neighborhood—I am kristen jagger and live 2549 north arlington place. I am self-employed. So, my schedule is odd at times. So, I am not a good candidate for being on committees and going to all the meetings. I try to go when I can. I attend some of our neighborhood meetings and attended some of the urban renewal meetings. One of my challenges has been with the process. My neighborhood committee no longer represents me or many others involved. And also, I am really kind of curious because I went to a couple of the renewal meetings and up until like the last one, portsmouth wasn't included, it broke off at the edge of kenton park. Which meant that I wouldn't be in it, so even though I wasn't greatly in favor of all of this, I thought, it is not going to affect me too much. Suddenly, I turned around and the next map that I see, I am sucked in. I have never seen so many people so willing to give up control of their property to politics, politicians, and the committee. I know it is not a popular stand, but the potential for condemnation is still there. The loop-hole exists. It is not good. Also, I don't live in a blighted neighborhood and I find it insulting to think that that's the idea behind this. Obviously, as you can see, I am not in favor of lightrail. And you people ask for our trust and then when we vote, you don't listen. I have friends all over the city who, when I bring this up, say we have voted that down. What do you mean you are fighting against lightrail? People do not understand in the rest of the region and the rest of the city what is going on here in this neighborhood. They say that all of north Portland wants it, and that it is a small group of people. Well, the first picket that we had, 74 them showed up, and the Oregonian didn't even bother to cover it. So it is a little hard to get your view out there and be believed that there is more than just a small amount of people I also think that we are the ones who are being considered to think within the box when there have been, obviously, other suggestions made about the trolley cars, which wouldn't affect interstate. The monorail, and

other options. I challenge you, if you want to see the effect, block off two lanes of interstate and see what happens to the traffic.

**Ross Williams:** 1220 Sw Morrison, #535, 972105. I am ross williams, and I live at 426 southeast 19<sup>th</sup>. And I am here representing an organization, citizens for sensible transportation. We define our mission as helping citizens create better communities with less traffic. It was about two years ago in november that the voters in Washington county and clackamas county decided that they did not want to pay to extend lightrail to this community. And it is really the credit of our political leadership, our business community that they took the opportunity to find a way to build the lightrail, despite that decision. But, the real credit belongs to the residents of north and northeast Portland, who stood up at meeting after meeting and said, we still want lightrail. We need it for our community. And decide that they wanted to make both the community better and a better place for them, and a better place for the people who live here. From a regional perspective, lightrail does more than simply provide a new opportunity for people in north and northeast Portland. It also provides an extension of the regional lightrail network that means that there is an opportunity for new businesses in north and northeast Portland. That there is opportunity for new employment for people who live here. There is an opportunity for a new workforce, for anyone who has an operation along those lightrail lines. Anywhere, whether it is in Washington county or gresham or in north and northeast Portland. So, in the end, all transportation investments are providing an opportunity. What is the story of this investment, is that the neighborhood took that project, which was just building another extension of the lightrail network, and turned it into a community revitalization project, which is what all transportation investments ought to be. And that's a story which it is up to you to take to the rest of the region. The story of a group of residents in a community who saw an opportunity to make their community better for themselves and the people who live there. For the people who live here now. And took that and made something of it, and it is a story which you need to take out to the rest of the region so that it gets repeated. Not just here but throughout the region, thank you.

**Betty Walker:** 3124 northeast 17<sup>th</sup>. I am here from the northeast coalition neighborhood land use committee, and I wanted to restate the northeast coalition's support for lightrail and the urban renewal, with the request that the condemnation be left out, which apparently, it is at this time, and I just encourage it to keep that as it is, and also, there was concern that as much as possible, every—the existing houses and businesses be kept intact, as one of the points that they were concerned about, and kind of on my own, I wanted to restate their support for the urban renewal and the lightrail, and as a second part, I wanted to point out that I think that, that I did a little research on it, and the city of Portland has voted five times, every time the lightrail has come before it. I think it is five times. They have supported it, and I think that goes with the county, Multnomah county, also. The other counties that have made some of them fail and some of them have passed, but didn't go through for other reasons. But, I wanted to point that out again that people of the city of Portland have voted in favor of lightrail every time it has come before them. So, I called up the elections, and they support—they reaffirmed that. So, and the other thing is that, that I would like to encourage on my own is that I think that my understanding, is that max going to gresham has been a great success, and my daughter lives out there, and people use it, and I see it full all the time. But when they—when it went into effect, they had put a great deal of trouble to, towards coordinating buses that connected to it, and I would like to see tri-met and make an equal effort the east-west buses that connect to this lightrail, but I just wanted the state coalition to support for that with the condemnation left out.

**Mike Gallagher:** my name is mike gallagher, and I live at 6906 north concord. Mayor and county commissioners, which is two blocks from interstate. I notice, looking at the map, that my house is not included in the urban renewal district, which I will be honest, at this point, I am not sure whether it is a good thing or a bad thing. I will also note that looking at the geography of the district, a whole lot of the more blighted areas of north Portland are not included, where areas are included are not quite so blighted. I will just make that as an observation. The other thing I was going to say, the



reason I moved here to north Portland in the first place was housing and affordability. Houses in this part of town were cheap, compared to other parts of town. And the reason that I stay here now is because of housing and affordability. I would not be able to move anywhere else and live as well as I do now. Have a house of my own. With the income that I have. So, I am very concerned about changes that are going to be made, whether this is going to somehow change the situation here. And finally, I would like to point out, you know, with people, we talk of urban renewal, what happens when things get changed. These two areas aren't in— well, they aren't part of the urban renewal, but in the district, or at least close to them, is the rosemont school and former kaiser parking lot on greeley and people should take a look and see what is happening there right now. See how those areas are being clear-cutted and totally escavated. Those are the comments that I want to make.

**Sharon Nassit:** my name is sharon nasset, and I live at 1113 north baldwin, and I have come to some of the different meetings—thank you. I have come to three or four different meetings and what I have noticed is nobody has pointed out that we live on a peninsula. We have two streets that go south and they merge into one, and that's interstate. You can take greeley off and into downtown and it still is going to merge into interstate. North Portland is actually nice to see that you have a map that's including part of it, but north Portland goes from here over, where you are looking at putting the interstate lightrail is up a peninsula that only has six blocks on one way, has an interstate on the other way, and most people who live here, either use alternative sources, such as a bike, or are driving their car and live right next to town. The people that need transportation are the people that live out in north Portland and use columbia and use willamette and use lombard as their only way to get to town. Right now, we have our major shopping mall on jantzen beach island, one of our only good stores. We have other stores, but they are rather interesting. And the only way to get there is to take columbia, willamette, or lombard to get there to get on the crowded interstate freeway. Right now, when trucks want to go from the northwest industrial area from out in st. Helens or st. Johns, they have to take one of those three streets to get to the only bridge that we have across. The farsightedness would be to make a bridge through the cut and do an expressway through the bottom of the cut, which is large enough to hold an expressway, half way up, you can do your lightrail, and you can do the regular train that is there now. There is already pathways. The entire way to the columbia, which are bike friendly and for people and with seating. It is wide enough that you would not have to escavate anybody and a few feet into it, it is equal with the land. We would take all the trucks almost off of the i-5.

==these people want to speak on the early childhood funds. David willis, craig flynn and paul lien andersen. Pauline.

**Jeff Cogan (?)**: good evening, mayor Katz, commissioners. My name is jeff coagen and I live at 934 southeast 29<sup>th</sup> avenue. I would like to begin with a disclaimer. I work for county chair, beverly stein. But, fortunately she doesn't force me to work this late at night. And I want to make clear that I am here tonight in my capacity as a private citizen, and in my capacity as a father of two young children. And my decision to testify was informed by my former job at the commission on children families and community where I learned the importance of investment in early childhood. I want to begin with an observation. I think that the decision to place people who wanted to testify about early childhood at the very end of a very long list was an unfortunate one. And I truly hope that it doesn't reflect city council's priorities and a lack of support for children and families. Although, I suppose allowing me to testify when the room has largely emptied out does serve to make my testimony tonight somewhat more intimate. I would like to say that I am a big supporter of urban renewal, and I really would like to commend you on the district's emphasis on community development and community input. And I am also a big supporter of lightrail, and I would really like to applaud your creative use of resources to support mass transit. However, I really feel strongly that this needs to be balanced with investments in our people, and with our investments in our children, specifically, and I am very disappointed to hear the entire issue be discussed in terms of budgetary turf battles, and I



really hope that we can all come together on this and recognize this as a true community priority and work together to fund this priority. In sum, I would ask you to consider matching your investments in buildings and trains with investments in building young brains. Thank you.

**John Thompson:** I am john thompson and I live at 3185 north willamette. I want to applaud all the people who came and spoke tonight. I was at a community policing two nights ago and I was—thought I would be the only person there, and it was overflow there. What I really want to do, everyone—I already voiced my concerns. I want to turn the table over to you. Give us two minutes each and tell us what you heard.

**Katz:** We will do that at the appropriate time.

**Thompson:** it would be better now when we are all here—well, what's left are here.

**Katz:** And thank you for coming to neighbor's safe. Further testimony? Okay. John, come on up for a second. I was—I read the information with regard to the racial impact. Give it to me again so that I say it correctly.

**John Southgate, PDC:** the racial impact statement?

**Katz:** Yeah. And the notion of an analysis of an impact on the community that's not necessarily folded into the urban renewal— Okay. Talk a little bit about that.

**Southgate:** and I think it will be pretty integrated in the urban renewal district. Let me sit back and I will try to do this quickly. I know it is late but I think you know, we talked from the beginning of this, of the need to do a housing strategy and an economic development/wealth creation strategy, and probably at the heart of both those is to deal with the displacement. In the case of the low income renters who face displacement, as landlords either sell their properties or whatever. Same thing with small businesses, what do we do with those. We want to spend the next six to eight months developing strategies to deal with that. Parallel to that, that's directly part of the urban renewal effort, but parallel to that, there is an ad hoc subcommittee of our advisory committee with some outside people, as well, who have been developing this idea, and I want to credit alan and others in the room, but especially alan for really providing leadership on this. Is to look at specifically the communities of color that are going to be disproportionality affected. And the way I see it linking into the urban renewal process directly is that will form the strategies, right now alan alluded to, we are collecting data to take a snapshot, where are we for instance in patterns of the businesses, that sort of thing much it is still in the stage of alan and others were working on this, as well as alisa, from our staff. Alisa gertler, to really frame it. I see this, though, as significantly affecting core strategies in what we are going to be doing over the next 20 years. I think that, I should also credit, I think, john powell was the one who first coined the phrase, I think his observation was, you do environmental impact statements, looking at the effect on water or air or whatever, but what about communities where there is— whether it is communities of color or anything else. Are we going to look at that, and I think that that's a fair comment to make.

**Saltzman:** how is that going to be paid for? On what dollars?

**Southgate:** well, it is going to depend on the ultimate scope, which I think is still being hashed out. What we are talking about so far is this ad hoc committee informing the development of these strategies, perhaps bringing a consultant at midpoint to say what we have dealt so far in terms of the draft strategies. Does it do enough, and I am expecting that that consultant team to probably say that you need to do more. The amount that that might cost isn't necessarily overwhelming. If this becomes—

**Saltzman:** I am less interested in the cost than where it comes from. Does it come from urban renewal dollars.

**Southgate:** out of the urban renewal, yes.

**Katz:** Let me—

**Southgate:** there is a possibility of partnering with other entities, as well.

**Katz:** Let me follow-up on the reason that I asked. And it—I want everybody to know—come on over. That my sense after I listened to al and after I read john powell's work, that there may be issues that develop or needs that develop that are not specifically a permitted to be funded out of urban renewal dollars. And my reluctance to respond positively to the request of the county, I think, was tied to the, the possibility that they may need to be some resources that we, as a city, are responsible to invest in some of those human needs that may come out of the work that you have done. And they may be the same issues that, that stein raises but may be something completely different. And I know that we can use urban renewal dollars for some of that work, but you can't use it for some of the services. So, am I way off base on that? Or, and what is it that you, you might think when you do a social impact statement or—what might come out of that.

**Southgate:** what might come out of it? You are right, absolutely right, and it has been referred to earlier, urban renewal dollars can't be used for everything. They are focused on capital investment, and for the planning that related to that. And this initial study is a planning study that is eligible, but some of the solutions that come out of that may well not be fundable by urban renewal. If, however, for instance, we determine, and in fact, this is something that our advisory committee has discussed at length, is the need for workforce. We can't pay for teachers or computers or things like that. But as he did in outer southeast, we did use urban renewal dollars for the capital side, at least a portion of the capital side of workforce training facility at marshal high school. If that's one of the strong recommendations that come out of there, and we have heard that from a number of testifiers tonight, I think that that's an idea that's out there, is something a lot of people are already starting to embrace.

**Katz:** Yeah, and I remember on the subcommittee there was a lot of discussion about that, getting people ready for the workforce.

**Southgate:** right.

**Katz:** Okay. Did you want to comment on that? Is there anything else that you can enlighten us with? Come on up. Come on up.

== I think what you are seeing reflected is basically how challenging these issues are that there is not a lot of examples of places that have made massive public investments in neighborhoods this diverse, economically and racially and haven't resulted in widespread displacement of the residents so we are trying torque as someone else said, dig out of the box and try things that are different that might give us some tools to do that. And so we are both looking at initial information that paints the pictures of disparate, say, for example, we find that there is home ownership in the african, american community in a percentage that lags behind what we said as the norm. Then that can justify investments later on to, at first, not exaggerate that disparity, and then ideally, try to minimize it and bring folks into the economic opportunity and out of, sort of, obliviation and into the root cause of the problem. The other part of the data that I think, and we have talked about this, is going to be really challenging, is to get the stories behind the numbers that can reflect how people are actually dealing with these problems. One of the biggest things that folks are concerned about is that say we put in a new development at the corner, at some location in the urban renewal area, well, we have done our current best practices have done a pretty good job of addressing displacement problems within the development. Things like billy reeds and such have incubator spaces below where new businesses can start. Belmont area, the same kind of thing, but we don't really have a way right now to predict what that will do to the surrounding neighborhood, but we know that people who live on graham or close to billy reid have seen their rent go up quite a bill. So if through some analysis ahead of time, we can figure out, well, if we do that at the corner of "x" and "y" in the urban renewal area, we can predict with some certainty that we will have a similar ripple effect on that neighborhood, and if we can do that with some certainty, we can design programs ahead of time to address those potential ripple impacts.

**Katz:** Go ahead.

**Saltzman:** this is a note of caution, I raise a red flag, a lot of what a racial impact study is designed to address is really looking at what we all know to be the obvious. And that is if you do put a billy reid in, it will have corresponding impacts on rental values around it. We don't need to study that. We don't need to hire a consultant to tell us that. Same thing with african-american home ownership. We know that that lags behind the norm and don't need to hire a consultant to tell us that. And I can't—beyond me with all the data that the city and county collect, I believe that we already know those answers. We can quantify those numbers, so if we are talking about spending money on racial impact studies of the magnitude that we spent on a disparity study, half a million dollars, 700 -- well, you don't know. You don't know. It is quite possible. You can't discount that. Nobody knows, I don't think that anybody could give me, quote me what is the fee for a racial impact study. But, and we never knew when we undertook a disparity study that between the city and the county, that we would be spending \$750,000. Now, it was a valuable endeavor but it was an expensive endeavor, and if the issue becomes taking a million dollars and intended it go on a racial impact study, versus figuring out a way to deal with some of the early childhood development concerns that were addressed earlier tonight, I guarantee you that I will be raising a ruckus to get it away from the racial impact study and into the early childhood development, so— yeah. I mean, I know there is a lot of political momentum behind these ideas. But, let's not overlook that sometimes what they ask for is obvious, and is in front of our faces and often, and in fact, is why we are here talking about creating an urban renewal area. So let's not get too caught up in this hyperbole and montra of the study. It is a real red flag for this commissioner.

**PDC staff:** one critical piece that I would add is that a key component of this is the assessment evaluation and monitoring tool. Creating a baseline scenario, developing strategies and then putting into place a tool by which we can measure how well we are doing over the 20 years is a critical piece and something that we haven't really done well, as we start collecting data, what does exist in the city, what is out there. We do need to do a better job of measuring how well we are doing, so that's the other piece that I think is important to keep in mind in terms of what this will do.

**Katz:** There are minds that are brighter than ours on this issue. The only reason that I raise it is we owe this community something more than we probably today even understand. Even though there will be an enormous amount of money spent, not only on bricks and mortar, but ladies and gentlemen, on services and training for people, as well. There may be other needs that we, today, don't really even understand, and we don't— can't use urban renewal dollars for those. That's the only—that's the only reason that I asked you, and I don't think that I have a clear answer at this point. Myself. Okay. Thank you. All right, everybody. We will, on wednesday of next week, we will be acting on this, and as I said, I have asked pdc to draft a resolution. My hope is that I don't know if we can build any consensus on this council with regard to that resolution. I am not going to be here until wednesday, but I am going to ask folks to start working through these issues with the council members and see if we have what we have. We may not be unanimous on the resolution. We will see. Thank you. We stand adjourned.

At 10:00 p.m., Council adjourned.