



CITY OF
PORTLAND, OREGON

**OFFICIAL
MINUTES**

A REGULAR MEETING OF THE COUNCIL OF THE CITY OF PORTLAND, OREGON WAS HELD THIS 9TH DAY OF JUNE, 2010 AT 9:30 A.M.

THOSE PRESENT WERE: Mayor Adams, Presiding; Commissioners Fish, Fritz, Leonard and Saltzman, 5.

Commissioner Saltzman left at 10:55 a.m.

The meeting recessed at 10:59 a.m. and reconvened at 11:10 a.m.

OFFICERS IN ATTENDANCE: Susan Parsons, Acting Clerk of the Council; Linly Rees, Deputy City Attorney; and Pat Kelley, Sergeant at Arms.

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

COMMUNICATIONS		Disposition:
813 Request of Minda McCandless for students of French American International School to address Council regarding the Portland Plan (Communication)		PLACED ON FILE
TIMES CERTAIN		
814 TIME CERTAIN: 9:30 AM – Proclaim June 9 through June 15, 2010 as ReUse Week in Portland (Proclamation introduced by Mayor Adams) 20 minutes requested		PLACED ON FILE
815 TIME CERTAIN: 10:00 AM – Establish GreenBucks to solicit voluntary donations for the construction, maintenance, repair and improvement of sustainable stormwater facilities located on public school properties within the City (Ordinance introduced by Commissioner Saltzman) 20 minutes requested		PASSED TO SECOND READING JUNE 16, 2010 AT 9:30 AM
CONSENT AGENDA – NO DISCUSSION		
816 Authorize intermittent closure of portions of SW Park Ave and SW Ninth Ave to allow their use for parks and recreation purposes (Resolution introduced by Mayor Adams and Commissioner Fish) (Y-5)		36791
Mayor Sam Adams		

June 9, 2010

<p>817 Appoint Kohel Haver to the Portland Community Media Board of Directors for a term to expire November 30, 2011 (Report) (Y-5)</p>	<p align="center">CONFIRMED</p>
<p>818 Accept report on appointments to the Portland Plan Advisory Group pursuant to Resolution No. 36746 (Report) (Y-5)</p>	<p align="center">CONFIRMED</p>
<p>*819 Authorize a waiver of certain Zoning Code standards for replacement parcels to facilitate land exchange agreements for the East Lents Floodplain Restoration project (Ordinance) (Y-5)</p>	<p align="center">183855</p>
<p align="center">Bureau of Planning & Sustainability</p>	
<p>*820 Authorize a grant agreement with Portland Community College Foundation to administer \$5,000 in funds for the Youth Action Grants Program (Ordinance) (Y-5)</p>	<p align="center">183856</p>
<p>821 Authorize Intergovernmental Agreement and accept funds from Metro in the amount of \$10,000 for the Multifamily Recycling program to support waste reduction and recycling outreach and assistance for multifamily communities in Portland (Ordinance)</p>	<p align="center">PASSED TO SECOND READING JUNE 16, 2010 AT 9:30 AM</p>
<p align="center">Bureau of Police</p>	
<p>*822 Accept a grant in the amount of \$20,000 from the Oregon Department of Transportation, Transportation Safety Division, Multi-Agency Traffic Team enforcement for officer overtime (Ordinance) (Y-5)</p>	<p align="center">183857</p>
<p>*823 Apply for a \$53,750 grant from the U.S. Department of Justice, Office of Justice Programs, Bureau of Justice Assistance FY10 Bulletproof Vest Partnership for bulletproof vests (Ordinance) (Y-5)</p>	<p align="center">183858</p>
<p>*824 Authorize application for a \$155,445 grant from the U.S. Department of Justice, Office of Justice Programs, National Institute of Justice to improve the quality and timeliness of forensic science services (Ordinance) (Y-5)</p>	<p align="center">183859</p>
<p>*825 Authorize application to the Oregon Department of Justice Crime Victims' Services Division for a grant in the amount of \$80,000 for Crisis Response Team personnel expenses (Ordinance) (Y-5)</p>	<p align="center">183860</p>
<p align="center">Bureau of Transportation</p>	
<p>*826 Grant revocable permit to Deschutes Brewery to close NW Davis St between NW 10th Ave and NW 11th Ave from 2:00 p.m. until 11:00 p.m. on June 27, 2010 (Ordinance) (Y-5)</p>	<p align="center">183861</p>

June 9, 2010

<p>827 Grant revocable permit to Deschutes Brewery to close NW Davis St between NW 10th Ave and NW 11th Ave from 7:00 a.m. until 1:00 p.m. on July 22, 2010 (Ordinance)</p>	<p align="center">PASSED TO SECOND READING JUNE 16, 2010 AT 9:30 AM</p>
<p>828 Grant revocable permit to Deschutes Brewery to close NW Davis St between NW 10th Ave and NW 11th Ave from 1:00 p.m. until 11:00 p.m. on August 12, 2010 (Ordinance)</p>	<p align="center">PASSED TO SECOND READING JUNE 16, 2010 AT 9:30 AM</p>
<p>829 Amend contract with CMTS, Inc. to add contractual spending authority to provide qualified temporary personnel (Ordinance; amend Contract No. 30000423)</p>	<p align="center">PASSED TO SECOND READING JUNE 16, 2010 AT 9:30 AM</p>
<p>830 Authorize an Intergovernmental Agreement with Metro and accept a \$30,000 sponsorship to administer five Sunday Parkways (Ordinance)</p>	<p align="center">PASSED TO SECOND READING JUNE 16, 2010 AT 9:30 AM</p>
<p>831 Designate a parcel of City owned property located at SE Lafayette St east of SE 74th Ave as public right-of-way and assign it to the Bureau of Transportation (Second Reading Agenda 789) (Y-5)</p>	<p align="center">183862</p>
<p align="center">Office of City Attorney</p>	
<p>*832 Amend contract with Hoffman, Hart & Wagner LLP for outside legal counsel (Ordinance; amend Contract No. 30000176) (Y-5)</p>	<p align="center">183863</p>
<p align="center">Office of Emergency Management</p>	
<p>*833 Amend the Intergovernmental Agreement with Columbia County to perform purchase obligations and extend the time period for the distribution of equipment, supplies and services procured as a result of Urban Areas Security Initiative Grant FY 2009 (Ordinance; amend Contract No. 52497) (Y-5)</p>	<p align="center">183864</p>
<p align="center">Office of Management and Finance – Human Resources</p>	
<p>834 Change the salary range for the Nonrepresented classification of Chief Deputy City Auditor (Ordinance)</p>	<p align="center">PASSED TO SECOND READING JUNE 16, 2010 AT 9:30 AM</p>
<p>835 Create a new represented premium assignment of Electrician/Instrument Technician, Lead and establish an interim compensation rate (Ordinance)</p>	<p align="center">PASSED TO SECOND READING JUNE 16, 2010 AT 9:30 AM</p>
<p>836 Create a new Nonrepresented classification of FPDR Financial Manager and establish a compensation rate for this classification (Second Reading Agenda 791) (Y-5)</p>	<p align="center">183865</p>
<p align="center">Office of Management and Finance – Internal Business Services</p>	

June 9, 2010

*837 Pay claim of Peter Joseph Kane (Ordinance) (Y-5)	183866
*838 Authorize five grants for the Workforce Training & Hiring Program to local non-profits in an amount not to exceed \$10,000 per grant (Ordinance) (Y-5)	183867
Commissioner Nick Fish Position No. 2	
Portland Housing Bureau	
*839 Extend contract with Dignity Village to manage transitional housing campground at Sunderland Yard to December 31, 2010 (Ordinance; amend Contract No. 53015) (Y-5)	183868
Commissioner Dan Saltzman Position No. 3	
*840 Authorize an Intergovernmental Agreement with Portland Development Commission for lease of a lot to be improved for parking for the Gateway Center for Domestic Violence Services participants (Ordinance) (Y-5)	183869
Bureau of Environmental Services	
841 Authorize Intergovernmental Agreement with the Oregon Department of Environmental Quality for laboratory services for Senate Bill 737 (Ordinance)	PASSED TO SECOND READING JUNE 16, 2010 AT 9:30 AM
842 Authorize a contract and provide payment for construction of the Chemically Enhanced Primary Treatment facility at the Columbia Boulevard Wastewater Treatment Plant Project No. E08910 (Ordinance)	PASSED TO SECOND READING JUNE 16, 2010 AT 9:30 AM
843 Authorize a contract and provide for payment for the construction of the Oak A Basin Phase 1 Sewer Project No. E08387 (Second Reading Agenda 794) (Y-5)	183870
844 Authorize on-call contract with TestAmerica Laboratories, Inc. for laboratory services (Second Reading Agenda 795) (Y-5)	183871
Bureau of Fire and Police Disability and Retirement	
*845 Authorize an Intergovernmental Agreement with the State of Oregon for hearings officer services (Ordinance) (Y-5)	183872

June 9, 2010

Commissioner Randy Leonard Position No. 4		
Bureau of Water		
*846	Amend contract with Global Diving & Salvage, Inc. to increase compensation and increase the scope of work for the Bull Run Dam 1 Outlet Works Improvements Phase 2 Project (Ordinance; amend Contract No. 30000667) (Y-5)	183873
847	Authorize Intergovernmental Agreement with NOAA National Marine Fisheries Service and Oregon State Historic Preservation Office for managing historic properties affected by an Incidental Take Permit issued to City of Portland (Second Reading Agenda 799) (Y-5)	183874
Portland Fire & Rescue		
848	Amend fee schedule associated with Fire regulations (Second Reading Agenda 800; amend Portland Policy Document FIR-12.01) (Y-5)	183875
REGULAR AGENDA		
Mayor Sam Adams		
Bureau of Planning & Sustainability		
S-849	Establish a new non-profit organization to expand Clean Energy Works Portland under federal funding (Resolution) 20 minutes requested Motion to accept Substitute Resolution: Moved by Commissioner Fish and seconded by Commissioner Fritz. (Y-5) (Y-5)	SUBSTITUTE 36792
*850	Authorize \$50,000 for grant agreements with Center for Intercultural Organizing, Immigrant Refugee Community Organization, Latino Network, Native American Youth and Family Center and Urban League of Portland for the Diversity and Civic Leadership Organizing Project to support culturally-appropriate public engagement in the Portland Plan during FY 2009-10 and 2010-11 (Ordinance) (Y-4; Saltzman absent)	183877
*851	Accept a \$20,000,000 grant from the Energy Efficiency and Conservation Block Grant competitive funding program administered by the U.S. Department of Energy as part of the American Recovery and Reinvestment Act (Previous Agenda 804) (Y-4; Saltzman absent)	183876
Bureau of Police		

June 9, 2010

<p>*852 Authorize an Intergovernmental Agreement with the City of Gresham for the use of funds from the Edward Byrne Memorial Justice Assistance Grant Program FY 2010 Local Solicitation (Ordinance) 15 minutes for items 852-854 (Y-4; Saltzman absent)</p>	<p align="center">183878</p>
<p>*853 Authorize an Intergovernmental Agreement with Multnomah County for the use of funds from the Edward Byrne Memorial Justice Assistance Grant Program FY 2010 Local Solicitation (Ordinance) (Y-4; Saltzman absent)</p>	<p align="center">183879</p>
<p>*854 Authorize application to the U.S. Department of Justice, Office of Justice Programs, Bureau of Justice Assistance Edward Byrne Memorial Justice Assistance Program Grant for a grant in the amount of \$824,764 to prevent or reduce crime and violence (Ordinance) (Y-4; Saltzman absent)</p>	<p align="center">183880</p>
<p align="center">Bureau of Transportation</p>	
<p>*855 Authorize Bureau of Purchases to enter into a contract and provide for payment for construction of the Road Rehabilitation–2010, SE Clinton Street Project (Ordinance) (Y-4; Saltzman absent)</p>	<p align="center">183881</p>
<p align="center">Office of Management and Finance – Internal Business Services</p>	
<p>856 Authorize an exemption to the competitive bidding process to Procurement Services pursuant to ORS 279C and PCC 5.34 and provide payment for construction of the Kelly Butte Reservoir Project (Ordinance) 10 minutes requested</p>	<p align="center">PASSED TO SECOND READING JUNE 16, 2010 AT 9:30 AM</p>
<p>*857 Authorize continuation of the Chief Procurement Officer's signature authority for certain construction projects up to \$5,000,000 through June 30, 2011 (Previous Agenda 807) 15 minutes requested</p>	<p align="center">REFERRED TO COMMISSIONER OF FINANCE AND ADMINISTRATION</p>
<p align="center">Commissioner Dan Saltzman Position No. 3</p>	
<p align="center">Bureau of Environmental Services</p>	
<p>*858 Authorize Intergovernmental Agreement with the Oregon Department of Transportation to implement stormwater retrofits at the Baldock Service Yard (Ordinance) (Y-4; Saltzman absent)</p>	<p align="center">183882</p>
<p align="center">FOUR-FIFTHS AGENDA Commissioner Randy Leonard Position No. 4 Bureau of Water</p>	

June 9, 2010

***858-1** Accept a \$30,000 grant from the Oregon Department of Energy's State Energy Program to help pay for Vernon Micro Hydro Turbine at the Portland Water Bureau Vernon Tank Site (Ordinance)
(Y-4; Saltzman absent)

183883

At 11:53 a.m., Council recessed.

June 9, 2010

A RECESSED MEETING OF THE COUNCIL OF THE CITY OF PORTLAND, OREGON WAS HELD THIS **9TH DAY OF JUNE, 2010** AT 2:00 P.M.

THOSE PRESENT WERE: Mayor Adams, Presiding; Commissioners Fish, Fritz and Leonard, 4.

OFFICERS IN ATTENDANCE: Susan Parsons, Acting Clerk of the Council; Shane Abma, Sr. Deputy City Attorney; and Pat Kelley, Sergeant at Arms.

	Disposition:
*859 TIME CERTAIN: 2:00 PM – Authorize amendment and extension of an Intergovernmental Agreement with the Port of Portland for planning services to prepare a West Hayden Island Plan and possible annexation proposal and provide for payment (Ordinance introduced by Mayor Adams; amend Contract No. 30000526) 90 minutes requested (Y-4)	183884

At 2:27 p.m., Council recessed.

June 10, 2010

A RECESSED MEETING OF THE COUNCIL OF THE CITY OF PORTLAND,
OREGON WAS HELD THIS 10TH DAY OF JUNE, 2010 AT 2:00 P.M.

THOSE PRESENT WERE: Mayor Adams, Presiding; Commissioners Fish, Fritz,
Leonard and Saltzman, 5.

Commissioner Leonard arrived at 2:11 p.m.

Commissioner Fish arrived at 2:12 p.m.

OFFICERS IN ATTENDANCE: Susan Parsons, Acting Clerk of the Council; Kathryn
Beaumont, Sr. Deputy City Attorney; and Ron Willis, Sergeant at Arms.

	Disposition
S-860 TIME CERTAIN: 2:00 PM – Amend the Northwest District Plan and Official Zoning and Comprehensive Plan maps in portion of Northwest Portland (Ordinance introduced by Mayor Adams) 1 hour requested for items 860 and 861 Motion to accept Substitute Ordinance: Moved by Commissioner Fritz and seconded by Commissioner Saltzman. (Y-3; Commissioners Fish and Leonard absent)	SUBSTITUTE PASSED TO SECOND READING JUNE 17, 2010 AT 2 PM
861 Amend the Northwest Master Plan regulations (Ordinance introduced by Mayor Adams; amend Title 33)	PASSED TO SECOND READING JUNE 17, 2010 AT 2 PM

At 2:41 p.m., Council adjourned.

LAVONNE GRIFFIN-VALADE
Auditor of the City of Portland

By Susan Parsons
Acting Clerk of the Council

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

June 9, 2010
Closed Caption File of Portland City Council Meeting

This file was produced through the closed captioning process for the televised City Council broadcast and should not be considered a verbatim transcript..

Key: ***** means unidentified speaker.

JUNE 9, 2009 9:30 AM

Adams: Good morning, sue, how are you?

Parsons: Just fine, thank you.

Adams: Do you see the sun? Nice. We should open the drapes, just this once. Can you please call the roll. [roll call]

Adams: Let's begin with communications. Can you please read the title for item no. 813.

Item 813.

Adams: Well, we are very, very lucky today to have some experts that are partnering with us to help put together the Portland plan, which is the city's 25-year plan for what kind of place we want to be. In the future. Addressing our challenges and making sure that we protect and improve our quality of life and what it means to be a Portlander. So are folks coming up in any particular order or all at once? Ok. Welcome to the city council. We're glad you're here.

*****: Good morning.

Adams: Hi. All you have to do is give us your name and we look forward to hearing from you.

Hadley Wilhoite: I'm Hadley wilhoite

Joseph Devlin: And i'm joseph.

Adams: You look a lot like this very important person named Charles Wilhoite. Are you related?

Wilhoite: He's my father.

Adams: Very good. Who would like to begin?

Devlin: Oregon is a green state and that's a great achievement, especially in the area of sustainability and the natural environment. Which is the action item I want to focus on. The united states is the second most [inaudible] country in the world. So is Portland just another spoiled city or a city that cares enough about the environment? That really, to be honest, it seems to be a green and polluting city, depending on how you look at it. We have good points, particularly transportation. Portland is big in multiple forms of public transportation. Virtually everywhere you walk, you'll see the tracks are for the max. It's virtually emission free, can easily carry over 100 passengers and get to many hot spots that Portlanders like to visit. Like the arlene schnitzer theater, or concert hall. Whatever. And I want to comment that max is not able to reach all over the city. We may want to put down more tracks for max to run on so that people can get where they want in an eco-friend way.

Wilhoitej & Devlin: Zipcar is a simple idea that has cut down on a lot of emissions. If you don't have any real means of transportation but do have a zipcar membership, you can reserve a car closest to where you live. The car is yours for however long you reserved it for. There are other methods of eco-friendly methods like the eco-bus that we can't take a look at them all. But many houses and buildings use renewable energy. Even my house runs on solar energy and I believe we we should look more at it and save Portlanders a lot of money in the long run. However, it's not all smooth sailing in the energy department. We have a lot of problems that need to be sorted out and I should point out that they're mostly related to fossil fuel, such as oil and coal. From 2000, to 2007, natural gas and transportation fuel prices went up 91% and 102%. That's kind of scary and even the price of electricity went up by about 75%. And these disturbing numbers are this high because we spend a lot of money on imported oil and coal from other states. We need to switch to other energies or at least -- the national economy is crashing and we don't want to bring ours with it. If

June 9, 2010

we want to survive in this economical crisis, we have to keep our money to ourselves. We also have to face the fact of green house gas problem. We can't make it go away by putting it off for later and scientists say in 40 years' time, we need to reduce our emissions by 85%. There's tough obstacles. We can explore new possibilities to help our economy thrive. We should keep looking for new ways to power buildings and transportation to meet our lofty goal of 85% reduced emissions by 2050. Biomass, wind, hydroelectric and solar energy and if we do keep our money inside our community there would be more money and legroom to carry these things out. The most logical thing to do is grab them. I represent just a small fraction of what needs to be done to our city. Portland is far from perfect. I'm not saying it's a bad thing. We need to not give up hope that tomorrow will be even better.

Fritz: Thank you.

Adams: Good job. Round of applause. [applause]

Adams: Hi, welcome. Glad you're here. Just give us your names and we look forward to hearing from you.

Utkarsh Yadav and Andrew Krantz: I'm Andrew krantz.

When I drive home from school, I see many disturbing sites with the roads and bridges. There are many bad things about Portland's infrastructure that need to be fixed now. Our Portland plan area of action is transportation technology and access. This all relates to the city's infrastructure.

We think Portland needs a higher quality infrastructure. Because it's been in use for over 35 years, the system has many faults. Streets are cracked and there are potholes in the road and poorly maintained bridges and roads that cannot hold the capacity of people that travel on them.

We think there are not a lot of things in Portland which are positive. When we build bridges and roads and other transportation, we need to be sure they're correctly built and up to standards. The city needs to spend \$136 million for the next 10 years to replace fundamental assets. This means you have to spend \$1.36 billion to maintain the streets, bridges and buildings. And we need to improve our infrastructure system.

Currently, Portland schools in Portland have too many kids for one teacher to accommodate. The class sizes create crowded situations and because of this, it makes it so that students are not able to obtain the educational standards our country requires.

The streets are not connected well and it makes it harder for Portlanders to have easy access to everyday needs. We think that Portland needs more sidewalks on main streets.

The problems can be fixed if we work together as a whole community utilizing everyone's strengths. By making proper decisions we can make a better tomorrow. Thank you.

Adams: Good job. [applause] welcome. Glad you're here. You just need to give us your names and we look forward to hear can you from.

Juliana Chapman, Militsa Zaklan Miller, Kate Hollingshead: Portland is a great place between natural and monuments. People come to Portland to see all of these wonderful things.

Portland has been my home my whole life and I love the bike paths. I've lived in Portland my entire life and I love all of the beautiful trees. I lived in Portland two years and love the parks. We're here to share ideas about improving urban form. Really think it could use work in the south waterfront.

We have plenty of attractions including big pink. Rose garden. Forest park and the Portland bridges. Portland is defined by these things. Portland is full of opportunities like fixing the waterfront and making it a more family-friendly place by adding playgrounds and picnic tables.

We want Portland to stay a happy, fun loving place that it is. We love the single fun side of Portland also. Also athletic clubs have dances for teenagers such as ourselves. These are important to us. We want it to be a family-friendly place that singles can enjoy as well. Better walkability and more access to rehabilitation centers for who need it's. And a great community feel. Portland is a very distinct place and our urban form is a huge part of our society. Urban form lets Portlanders shape our future. Lots of people like living in Portland because of its distinctness. All

June 9, 2010

Portlanders can help shape our future so we can keep the wonderful city that Portland is. Thank you.

Adams: Good job. [applause] I'd like to recognize Arleta School who is in the house. Give them a round of applause.

Fish: The teacher, Lisa Newman is also here. She brought up a gift for us. A photograph of all the students holding placards that see either peace, love or hope in different languages. That's great. We're glad you're here. Welcome, you need to tell us who you are and we look forward to hearing what you have to say.

Katie Richardson and Avery Poirier: Every 25 years, the Portland plan comes up with a project with the help of kids about what they want Portland to be like. When I think of Portland and the arts and culture, I think of Portland Farmers' Market. Every weekend, artists and farmers gather to sell and show their work. Jewelry, flowers and pastries. And because I love these opportunities, I want to preserve it for the future. Other things like the number of performing arts studios. My grandfather and I wanted to set up a stall at the farmers market. But we didn't because it was too expensive.

We agree that in Portland, we're well off to a good start. But there's always room for improvement.

On the other hand, we believe that Portland public schools should offer art -- more arts classes at school. This will allow children who cannot afford art classes or supplies to express themselves and learn about the arts. That way, the next generation of kids can grow up and have the opportunities to become artists. I went to Forest Park Elementary School. Portland public schools and I -- twice for three times a year, we would have a professional artist come in and teach us. Now that I go to Gilkey, I was given the opportunity to take art, I feel my opportunities have expanded and I want other kids to feel the same way about the arts. According to the background, Portland spending for every person is behind. Considering the fact that Portland spends \$2.47 per person on arts. And Seattle, spends \$7.52. Denver has one million more people than Portland and spends on arts providing something. We believe that arts, money and people is a cycle. The first thing that triggers is funding and then if you fund it, it will attract you with more people and attracts more money. If Portland can improve the arts in schools, our city would flourish with arts and culture and people would benefit now and in the future. I hope you consider our ideas and they will help you come up with a new plan.

Adams: Good job. [applause] welcome -- welcome back.

Ian Barnett and Hadley Wilhoite:

Have you ever seen the movie "Wally"? Decisions we make today in the Portland plan about Portlanders' health can affect tomorrow. If you make the wrong ones, we could end up in big trouble. If we throw away our future, our dreams will be lost and we'll be stranded in a city that once was but will never be again. Portland is in jeopardy and so are the people. It will cost a great deal of money to fix mistakes. Money we don't have. Without the people, Portland is nothing. We make vital decisions that can change our lives. There are many good things in Portland that work to promote a healthy life. We have bike lanes. They're important because of the opportunity to cycle around the city, more people will take it. The current comprehensive plan also helps. And striving for a 25-minute neighborhood and increased walkability. Along with creating a healthy city, we're trying to create a greener environment. More ecofriendly cars and solar panels and beginning to become more considerate about air pollution. And brownfields like the St. John's. If they're incapable of making them habitable, make sure that people do not build on them. In our opinion, there are many things that Portland needs in 25 years from now. One of them is bringing in more public gyms. Rates of obesity continue to rise, especially for the poor. With access to -- no money it get a membership at a gym. They're left obese. Access to healthy foods plays an important role. People lack easy access to grocery stores and farmers markets and other healthy food sources and there are many who don't even have a backyard. Making it unable to grow healthy food. They have

June 9, 2010

to travel a distance to get food and don't eat healthily. Another thing that Portland need dollars more streetcars. Streetcars and bicycles are necessary. All in all, we need to make good decisions to create a better tomorrow. If we disregard the importance of health and safety, then we'll pay the price. The price to pay is a terrible loss because the people of Portland will suffer. Right now, the Portland plan plays an important role in preventing this trouble. Otherwise, we could end up like the people from "wally." our jobs are citizens are to create a healthy environment. Your jobs as leaders the city are to make sure that happens.

Adams: Good job: Wow: [applause] i'm impressed and understand you're going to be interviewing and asking me tough questions of our staff today. And make sure that they've thought through everything that needs to be thought through on the Portland plan. That was very, very impressive. And we really appreciate I didn't remember willingness to be part of our panel, a group of experts, because the next 25 years, you're going to be adults and you're going to be taking over. So i'm really glad you're engaged in the -- with the Portland plan. All right. You're welcome to stay. Or you can all see a little bit of democracy happen. Oh, you wanted a photograph? Did somebody want a photograph? Ok. So why don't you come up and gather in front of that table -- or, actually in front of here and we'll have the entire council -- good job: Really good job: Very impressed. Tremendous amount of work.

*****: Thank you.

Adams: Why don't you come up and we'll take a picture with you.

Adams: All right. Thank you all. Appreciate it.

*****: Thank you:

Adams: All right. Does anyone wish to pull any items from the consent agenda? Hearing none, sue, can you please call the vote on the consent agenda.

Fish: Aye. **Saltzman:** Aye. **Leonard:** Aye. **Fritz:** Aye.

Adams: Aye. [gavel pounded] consent agenda's approved. We have a time certain, 9:30. Running just a little bit late. Can you please read the title for item no. 814.

Item 814.

Adams: Commissioner nick Fish.

Fish: Thank you. One of the joys of our work, we get to shine a light on the outstanding non-profits that call Portland home. Last year I was proud to cosponsor the inaugural reuse week with county chair jeff cogen and worked with local reuse groups. Community warehouse, free geek, rebuilding center, schoolhouse supplies and scrap. This year, we're again honored to work with and recognize the service of these organizations and today it's my pleasure to proclaim reuse use 2010 and introduce you to reuse pdx. I'd like to invite a few of our partners up to tell us more. Tom from the rebuilding center, bo of schoolhouse supplies, meredith from free geek, alyssa from scrap, roz from community warehouse and thank you for coming to city council and each of you has a minute to tell us about what you do and how the public can learn more.

Adams: If we can start at this end.

Bo Bullock: I'll introduce the group. I'm bo, with the schoolhouse supplies. One of the six reuse nonprofits that make up the consortium that's reuse pdx. I would like to thank you -- reuse pdx. It's a collective gratitude for your progressive leadership and vision in organizing and promoting reuse week 2010. This is a significant event that's brought all of our organizations together in new and exciting ways and providing a platform on which to collaborate as we celebrate and promote reuse. We've come together to educate and inform the community about reuse services available in our respective organizations and again, thank you for this opportunity. As Portlanders from all walks of life address the civic and social priorities envisioned by the Portland plan, equity and access and environment and social and sustainability, community connectedness and distinctiveness, we see a reuse program as an essential role. This country is in need of new green-collared jobs. 10,000-tons of material creates one job, one 36 jobs when recycled and as many 3700 jobs when reuse. It's time

June 9, 2010

to distinguish between reuse and recycling. We're looking forward to looking with reuse organizations nationally to develop and disseminate best practices within the movement and asking for your continued support to help promote a culture of reuse and collaboration. And make Portland become a model of sustainability apatite, I would like to -- at this time, I would like to introduce the rest of the organizations that make up reuse pdx.

Meredith Blankenship: I'm meredith with free geek. Access technology is a major deterrent. And the growing divide with access to technology and those with none. For the last few years it's been our mission to help bridge this divide. Because of our partnership with the city which we take in computer computers that have reached the end of their life and wee build them and last year, we give away 1,000 more computers to Portland nonprofits and schoolchildren. On behalf of free geek, thank you for your help.

Alyssa Kail: My name is alyssa. I'm creative reuse manager at scrap. Scrap is leading the way in the creative reuse movement and only in Portland could such an idea have emerged with the launch of the scrap usa program, we've beginning to spread our mission nationally. We offer educational programs and affordable materials for the community and take donations from individuals and businesses of things that can be used in creative projects. Last month, we launched a program called fill minds, not landfills, which allows us to pick up materials from business to divert from the landfill. And we diverted 64-tons of materials and educated more than 25,000 children and adults about the benefits of creative reuse, and were able to add three more paid staff positions. So please come by and visit us on mlk and stanton or on the web.

Bullock: I'm bo with schoolhouse supplies. We're an award winning nonprofit, free store for teachers. We believe every child deserves a quality education and see to it they have supplies necessary. We take in all kinds of donations. And our -- in our free store. Basic school supply, crayons and markers and get these items through our supply drives like the kgw drive taking place during the month of august. But the majority come in as reuse. So we're talking about office supplies, staplers and tape dispensers. Post-it notes. Anything that's useful in the classroom, we can give new life to. Three school buses of materials from a landfill every year and in the 10-year history, we distributed over \$11.2 million worth of school supplies to our local classrooms. Teachers are spending \$1,700 on a national average out of their own pockets to make sure their classrooms have what they need and schoolhouse supplies is a haven for these teachers and i'd like to extend an invitation to our open house, on the campus of madison high school or come in for a tour, i'd love to show you away or visit our website at www.schoolhousesupplies.org.

Roz Babener: Hi, i'm from community warehouse and we have a brand new location. On martin luther king and shaver and we have a enough building we moved into and made it a home of our own. Looking to purchase the building by the end of this year so we'll be in a stable place to serve the families we do in the community. At the moment, we're serving about 200 people every week and these are people who many of them are moving into housing from either being homeless or in a shelter and what the community warehouse does is we provide just the essentials. The furniture, linen, kitchen things. So a family has beds to sleep in. And a kitchen table so that a family can sit together at the dinner table and pots and pans so they can cook a meal and towels so they can have a shower and sheets and blankets so they can have a comfortable night's sleep and from the climates we've served and the agencies we work with, they've told us that it makes an incredible difference for these families because they move into housing and this makes their housing into a home. Gives them stability and something they can come home to and feel like they really have a home. It gives them a starting place to move forward in their lives and I think about 80% of the families we serve are of head of household, female head of household with children and so it's going to have an incredible impact on those children as well. I want to thank you for the opportunity to let it be known among all the reuse that's going on in this community action a lot of cooperation that goes on among us as reuse agencies that we truly impact the lives of people in our community. We also

June 9, 2010

make it possible for everyday people in their homes to be givers and supporters of everyone else. You can clean out your kitchen and take away things that you're not using anymore or buy yourself a new set of pots and pans and give your old ones to us, and in that move, you can be helpful to other families that can't afford to buy.

Fritz: How would a family do that if they wanted to give you something.

Babener: We're open from 10:00 to 4:00 every day on mlk and they can call us if they have large items. We have a website, communitywarehouse.org. If they want a pick up.

Adams: Thank you very much.

Tom Patzkowski: I'm with the rebuilding center. www.rebuildingcenter.org. Thanks for the opportunity, and your honor. And the rebuilding center just turned 12 years old. We divert about eight tons a day of reusable materials. And because we have deconstruction crews dismantling houses by hand and saving harder to find materials rather than sending them to the landfill and today, a rough estimate, we -- our work has replaced the need to cut over 168,000 trees. So had a very direct impact and also with our outreach department, we've been able to convey, convene, catalyze, having a number of local community meetings and events in order to bring together and that's the goal, to bring people together to save materials out of the last. And so far -- out of the landfill, we need continued support in order to continue to be able to do -- grow and to expand. Thank you.

Adams: Thank you.

Joe Connell: I'm joe, the director of the habitat for humanity restores here in metro area. Habitat for humanity operates over 700 restores nationally and 17 here in Washington and we have two here in the Portland metro area and we're working on a third. Reuse-wyoming, we're reclaim -- reuse-wise, 1500-tons of materials through our program and hope to increase that with our third store and raising \$250,000 for habitat. That's primarily for construction of habitat homes in our community. Which I know the city council supports, so thank you for that. I'd like to say a word, too, in closing about our entire group. There's six organizations here that are all in reuse, but that's not all we share in common. We use reuse as a tool, as well. As a tool to give back to the community. Each of us has our own niche, our own way in which we take reused materials and turn them into cash or into opportunity for folks in our community. That's part of what we're trying to promote by coming together. Each of us -- we've done this all, anywhere from 12 to just a few years, and we've discovered if we collaborate and work together and share information and resources we can do it a lot better. That's why pdx reuse has come together and part of why we see this coming week as just the beginning of our work together. You're going to hear from us again this year. So it's not just going to be a one-week shot. We hope to promote reuse and invite you to help us promote reuse throughout the region. Thank you.

Fish: Mayor, there's one more piece of this. The -- I want to just invite everyone to join us on saturday, at the choose to reuse fair. Saturday afternoon at rebuilding center and again the address is --

Patzkowski: 3625 north mississippi, the corner of fremont and mississippi in north Portland.

Fish: I know chair cogen will be there and I hope a number of my colleagues can join me after the rose festival parade and after the united states beats england in the world cup and learn more. It's my honor, to announce on behalf of the mayor that the mayor has officially proclaimed reuse week 2010 and so from june 9th to june 15th, 2010, it's official in the city of Portland that he has designated this as reuse week. Thank you very much, mayor, and thanks to our wonderful organizations and do you think we can get another group picture?

Adams: Sure. [laughter] [applause]

Fish: Thank you very much.

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

June 9, 2010

Fish: Mayor, if I can acknowledge in the audience, christy wood from community warehouse and a lot of people worked on this good idea of creating a reuse collaboration. But probably originated in her head and she shared this idea with us a couple of years ago, so christy, thank you very much.

Appreciate it. [applause]

Adams: All right. Move on. We have a 10:00 time certain. We're about 10 minutes late. Trying to make up for lost time. Please read the title for non-emergency ordinance item 815.

Item 815.

Adams: Commissioner dan Saltzman.

Saltzman: Thank you, we're here to introduce an exciting concept for our citizens to help support our schools and also to help sustain stormwater management facilities on school properties. And that program that we're unveiling today is called the greenbucks program. It will help public school district keep important stormwater facilities maintained and properly functioning so they can keep things out of our storm systems and proud that so many are located on public school property in the city of Portland. These are rain gardens and swales and ecoroofs that manage stormwater at the source. Keep stormwater out of the sewer system, as I said, and keep and replenish groundwater supplies and add green space and wildlife habitat. In order to most effectively treat stormwater runoff, they need maintenance. They're not something you can just build and they're going to function in perpetuity. They need maintenance to work efficiently. That's a operating cost for our school district that's understandably they don't have. The greenbucks will allow interested, motivated utility customers to donate \$1, \$3, or \$5 per billing period, so help public school districts in Portland with these maintenance costs. It will be a box voluntarily checked off on the water and sewer bill and you'll see the details very shortly. The bureau of environmental services will administer the greenbucks and distribute the donation to all of Portland's districts with stormwater facilities in need of maintenance. Dean marriott will walk through the program and we have natalie osborne, who was the principal. During an implementation of three projects and now is a superintendent for david douglas school and important pps -- Portland public schools we have do you go caps.

Dean Marriott: Good morning, i'm dean marriott, environmental director of Portland and I have a very few slides to show you. This -- the mayor may remember a couple of years ago, I think when bob sallinger who talked about couldn't we establish a voluntary program for people to contribute for community health and then commissioner Adams challenged us to come up with a system like that that could work and the results are what we present today. The first supplied is a reminder of six school districts in Portland we're talking about. Riverdale, centennial, parkrose, Portland public schools, david douglas and reynolds, they'll all be participants in this program. The approach is really simple, starting this summer, customers will receive -- when they receive their utility bill, they'll have a box to check if they would like to participate. You can see now there's two boxes, one to change your address and the second if you'd like to volunteer to participate. It instructs you to flip over and here's where it works. There's an little explanation of greenbucks right there for the customer to read. And then just below that is the checkoff line where you can contribute \$1, \$3 or \$5 in that manner. Very similar to the approach taken by many states, including Oregon, on their tax returns. People can make a voluntary contribution for a cause they think is important. Just a few photographs here. The city has developed a lot of projects, other nonprofits have done a lot of work on school facilities and some of the before and after-photos to show what you we're talking about, the kinds of facilities that commissioner Saltzman mentioned. For over 10 years now, we've been working with various public schools in Portland to help them develop a more sustainable campus and to shrink their environmental footprint. Here's mount tabor middle school. A dramatic change to their campus and we're very sensitive to the fact it costs more to maintain a rain garden such as shown here than it does the black top of the parking lot. And given all of the financial difficulties and financial squeezes that our schools are going through, we think this approach he will

June 9, 2010

pay multiple dividends not only for the schools to assist them to do the right thing on their properties but also for the environment. Here's a photograph of the parking lot at the glencoe elementary school, modified slightly to improve environmental performance. It needs occasion weeding and debris removal and occasion also water, although not this. Here's astor elementary. The before photograph is not all that appealing and certainly not very appealing to the kids or faculty that go to the school and the --

Fish: Is that astor elementary.

Marriott: Yes.

Fish: If I recall, walsh construction took the asphalt off at their own expense and recycled it and used it to pave the roads in the new columbia.

Marriott: There you go. I'm glad we followed the group in front of us because a lot of facilities have used volunteer efforts and nonprofit organizations and private companies, as you said, commissioner, that have donated their services so it's a real team effort in the community. Even at grant high school, some work -- here, again, we worked with the school. The school created there has an environmental club and they helped develop some of these projects. One of the nice things about this is the fact that you can engage students and not just the parents and all, but the students are the ones who often lead these projects and they're the ones who identify what the problems are at their school and they're the ones who help design them and see that they're properly built. And they're the one who is care for them, as well. So with that, i'd be happy to turn it over, I think, to doug caps from Portland public schools. Thank you.

Doug Capps, Portland Public Schools: Thank you. Members of council, i'm doug, I do government relations work for Portland public schools and we're pleased to be here to offer Portland public schools support for this ordinance. We have right now, 34 stormwater projects in place around or schools and 13 more are in the planning stages. So these range as you can tell from the photos that dean presented, bioswales, elaborate rain garden, all the way down to just simple downspout disconnects and we have a few free standing ecoroofs and cisterns. So Portland public schools is the second largest property owner in the city. We recognize our responsibility to manage as much stormwater on-site as possible. And we pay approximately \$1 million in stormwater management fees annually. So stormwater management makes financial sense, but I think just as important, makes really good environmental sense. So as dean mentioned, for 10 years we've partnered with bureau of environmental services and others to install these stormwater facilities and they serve multiple benefits and dean has mentioned, to keep water out of the pipes, they model best practices to the community. You know, schools are -- can be models in the community. They create a habitat and reduce impervious surfaces and beautify our school grounds and just as importantly and our next speaker will attest to this, they create a teaching and learning opportunity for our students. But, of course, keeping these facilities well maintained and functioning is a challenge to our district because we only have two grounds keepers full time on the pps maintenance staff. So this year, we were able it hire a local company to perform the maintenance. That contract was necessary due to the staff limitations I mentioned but represented a fairly significant expenditure in order to keep the facilities operating properly. So as you've heard, we're facing another budget cut, something like 10% due to the recent cuts to school districts in Oregon and this makes it even more difficult to fund the maintenance program. So we see this greenbucks program as innovative and creative approach to helping public schools maintain these stormwater facilities. A voluntary program is a great way to support schools' efforts to manage stormwater on-site. So we believe that greenbucks will largely cover our stormwater maintenance budget needs and also allow us to hire local landscape contractors to perform the work so that these beautiful stormwater facilities continue to perform as designed. So in closing, let me say that we applaud mayor Adams for capturing a creative idea a couple years ago about watershed investments and appreciate the excellent work that bes staff has done and appreciate of the support that

June 9, 2010

commissioner Saltzman has provided to advance it and we strongly encourage the city council to approve it. This is a great voluntary program that certainly benefits pps but more importantly, the entire community. So thanks for your time today.

Natalie Osborne, David Douglas School District: My name is natalie osborne, the assistant superintendent in the david douglas school district and former a principal at another school and involved with programs disconnecting downspouts. And being a -- I want to speak out in support of the greenbucks program as well. Obviously, david douglas, we're committed to being good role models for our students and good community members and support any efforts to be green and environmentally sound and prudent with obviously storm run-off and dollars. We have been the benefit specifically at the school where I was a principal, and able to disconnect 17 downspouts and the way that it's set up, most of those projects occurred within an interior courtyards and creating the interior courtyards and with the help of creative architects and people who did in-kind work for uses -- for us, we were able to create vegetative filtration efforts, and our students benefited from the good stewardship of the resources and the educational benefits of water cycle, plant growth, picking native plants and those lessons learned as part the a project. Certainly, our district is supportive of maintenance and again grounds, we're in a position where we've maintained a lot of our facilities and maintenance crews who keep our facilities looking nice in the david douglas school district but the idea of having additional help and support is extremely important to us and we applaud the approach that you're taking to try to get community members to be involved in that as well. Certainly, as budgets become more and more tight, any external help and part of the community supporting school efforts is hugely beneficial on our part. So we applaud you for that. The idea being able to also be involving the entire community is something that I see as an essential part of this as well. It's a message to our students it does take an entire community to make it a livable and likeable space and the greenbucks program totally supports that effort and we would fully support it. Thank you.

*****: Thank you.

Saltzman: Do you want to discuss the rollout of this program. When do we plan to have this checkoff on people's bills and -- all of that?

Marriott: Yes, it will begin to appear sportily on people's bills and there will be informational bill stuffer that will explain the program and how you sign up. You can sign up on the bill and there will be other ways to sign up electronically. We will do a major rollout starting in the fall as the next school year begins. Summertime, we've discover dollars not a good time to be talking about schools since most families are anxious for the summer break. But as we get into september, that's the time to begin a major rollout of this. And districts have agreed to work with us and help with the communication with the families and engage their students in, again, part of greening up their campuses so --

Fritz: Will you be sending an email to those of us who pay our bills automatically online to tell us about this?

Marriott: We will develop some way of communicating that way, yes. Thanks.

Fish: One question, we talked about stormwater management. Rain gardens and some other things, with community gardens qualify for this investment?

Marriott: That's a good question. I'll get back to you on that. I hadn't thought of that, but I don't see why not.

Leonard: Mayor Adams.

Adams: Uh-huh.

Leonard: We started in my office on our blog highlighting important decisions that council makes and so we go through each agenda and look for an item that might meet our criteria. As dean knows, i've been an enthusiastic supporter of bioswales, particularly after -- out on 92nd to all of those who would listen and I would point out i'm the only member of the council that doesn't live in

June 9, 2010

the Portland public school district. I live in the david douglas school district. So today we have natalie and dean marriott and pps and we're going to write about this on our blog. And a few moments ago, the mayor said, inaccurately, that I didn't like to have my picture taken. I was hoping that these three folks would join the council for a group photo.

Adams: Well, geez: Ok. [laughter] that shows how deeply wrong I am about this. [laughter]

*******:** Everybody ready? Let's do one more. Randy likes to get his picture taken. All right. I got everybody.

Adams: Thank you.

Leonard: Thank you.

Adams: Appreciate it.

Saltzman: Before you vote, I want to thank the folks on my staff. Vickie who is here, and dan who worked so closely with all of the six school districts to bring this to you.

Fritz: I'd like to emphasize that this does benefit all of the public school districts in Portland and i'm very glad.

Adams: All right. Anything else? Anyone signed up to testify?

Parsons: No.

Adams: Ok, this is a non-emergency, right? Moves to a second reading unless there are objections.

[gavel pounded] so done. That gets us to the first regular agenda item, which i'm very excited about. Can you please read the title for resolution item no. 849.

Item 849.

Adams: And I move this substitution which clarifies language around clean energy works Oregon.

Fish: So moved.

Fritz: Second.

Adams: It's been moved and seconded.

Fritz: What's the difference.

Adams: It clarifies language around [inaudible] can you please call the vote. We'll tell you in a minute. After we vote.

Michael Armstrong, Bureau of Planning and Sustainability: I'm michael armstrong with the city. The substitute resolution clarifies in one of the whereases, it specifies this is a partnership that links community-based organizations so we're clear about the important role of community-based organizations in bringing us to this point and the key purpose of this program is to advance social equity. Creating opportunities for historically under-served communities.

Fritz: Which whereas?

Armstrong: It's counting down. It's the eighth one down. So --

Fritz: Oh, I see.

Armstrong: And that's one change and the other one is in the final one. Now, thereby, therefore, be it resolved where we clarified. The rapid expansion of clean works Oregon, a program to advance social equity. We're clear that's one the signal intents of this program.

Fritz: Thank you.

Adams: All right. Well, i'm incredibly excited and proud and enthusiastic as part of a -- goodness knows, a team effort to bring forward this resolution that accepts \$20 million from the federal government. I'll try not to act too excited. And a city-sponsored nonprofit entity called clean energy works Oregon. So that everyone can keep track. Clean energy works Portland was a program created in the -- with the same partnership, but it was a program housed as a pilot effort within the city of Portland. And we now move to a nonprofit status with a board comprised of the partnership that has brought it forward to date. Clean energy works continues to move forward with success and serve as a national model to help finance and streamline energy efficient and keep housing affordable and most importantly, create quality jobs and enable historically under-used

June 9, 2010

citizens and residents in our city to be part of the economy and have full access to the good life here in Portland. We launched in program last year in collaboration with our three units. Shore bank enterprise, energy trust of Oregon and that clean energy works Portland pilot is fully subscribed and we've received over 2,000 applications as part of the 500-home retrofit pilot and completed more than 350 audits and signed over 130 loans. Contractors are beginning to hire again in a severely impacted construction industry in part because of clean energy works Portland. So \$20 million grant that we'll accept from the u.s. Department of energy as one item on the agenda and this will allow us to expand clean energy works across the state and region in partnership with multiple jurisdictions. We create a new independent organization called clean energy works Oregon to serve communities across Oregon and we'll leverage this grant 35-to-1 to bring in \$120 million in energy efficiency investment and citibank and large pension funds and foundations and others and yesterday we signed a memorandum of understanding with general electric. Who will also help us in terms of placing the financial for this effort. By catalyzing the participation of capital, triple bottom line initiative, the city and council will experience -- I do want to underscore this helps to september the -- cement the general approach that grants go to the folks hardest hit by the economy and grants and fee-based go to folks that are the most financially stressed. This is creating a new model for everyone else. As the program grows it will include small community businesses and resource -- including solar panels and efficient windows. It requires targeted financing and increased investment. The city of Portland stands in partnership with others across the state as we expand and scale clean energy works Oregon. Several of our partners are in the room and I would like them to come forward and say a few words. John from shore bank, maurice there namco. Connie from Oregon tradeswoman. Glad you're here. John, you have been an especially fantastic partner and willing to, as part of shorebank enterprise cascadia, willing to finance operations before we got the cash, been willing based on that to finance our startup and helped us.

*****: That's what good partners do.

John Berdes: John, shorebank enterprise cascadia. We were here last time because you and your team made a commitment to make sure that this was about more than financial services. You made a commitment to make sure this was about climate change, economic development and economic opportunity. The fact that we're still here today as you launch clean energy works Oregon that you and we and the entire team are following through on that commitment. You shared some of the statistics. The outcomes from the pilot were getting loan products to people -- responsible loan products, to people who otherwise would not otherwise qualify for credit. It includes the needs of those who have less income and fewer assets. Jobs are being created that pay well and have benefits. They are just a job, but businesses are being created and barriers to entry for entrepreneurs into this newly formed economic sector are available and being delivered proactively for women and people of color. Your actions today are taking clean energy works to a new scale. Which was what this was all about to begin with. You're leading not only the region, but the nation. I can tell you it's been watched and emulated and the work is important not only for climate, but for economic opportunity. Our pledge is to help steward this new resource. To multiply it at least five times. And to deliver climate economic and opportunity impacts and make that a brand, of what a carbon economy can be. Thank you.

Adams: Thank you very much. Portland seeks to be not just the most sustainable city in the world, but also the city of the most equal opportunity and it's because of partnerships with our next to organizations, represented by maurice and connie that were able to put actual deeds behind those long-stated words and I want to thank you for the tough work thus far and there's a lot more tough work to happen but the early works should inspire us to keep going.

Maurice Remming: Thank you, for having me. I'm maurice, the president of the national association of minority contractors and one of the things i'd like to bring up is the success of this. We first started off, we had zero minority general contractors participate and to date, we have six

June 9, 2010

minority general contractors participating and they're leading the way. They're doing high-performance, high-quality at affordable price. This with the help of all of the subcontractors and the utilization, there's a little bit of excitement in the air for minority contractors because they're looking at those opportunities also on the employment side and doing heavy employment of under-utilized firms and we're really excited about that. One of the things that we'd like to make sure as far as with this nonprofit, that that charge continues to go forward and we continue to look at what we've done successfully in the cwp, and bring it to the cwo and make sure that the same leadership that was able to form that document to make it so successful today continue to follow through as we move forward.

Adams: Thank you, maurice. Connie, can you get closer to the mic?

Connie: Thank you. Well, thank you, mayor and commissioners for your leadership. And your commitment to lift all boats with your public policy decisions. This, as maurice said, this is showing some early results and we have seen our graduates being hired and trained for this emerging green workforce and opportunity. It's starting out slow, but we're starting to see the ramp-up now which is encouraging and our apprenticeship program in Portland, urban covenant, constructing hope program, folks from verde and urban league, the other community-based organizations at the table, are all excited about participating in this. I was just at the pdc workforce diversity subcommittee meeting and heard about their exciting results and lessons learned and I know we'll be -- we'll be incorporating some of that in our efforts as well. And one lesson learned that we -- we've been realizing is that strong contractual language is very helpful in achieving results. I want to thank maurice, as well as derek and his term, jeremy from green for all. Judith from the city and john gardner from cause for their leadership as well in helping us work on the pilot and go forward through the scale-up to achieve amazing results for our community. Thank you.

Adams: Thank you all very much. Margie from energy trust. Is someone in northwest natural here? Great. And paul benoit. Great. City manager from the great city of astoria. Home to the astoria coffee company.

*******:** True.

Margie Harris: Good morning, i'm margie harris with the energy trust of Oregon. I want to acknowledge the existing working relationship with the city of Portland. The leadership from mayor Adams and the council, the competence and engagement of the bureau of planning and sustainability and the service group that's making possible some of these early results you're hear being today. We've been working together as you know since last october. Cutting our teeth on this pilot. And hoping that we would learn from it and be able to build upon it. I think we're fortunate to have been chosen from the federal government as one the few recipients of the block grants that are awarded nationally and as john said, there's lots of eyes focused on the city and lots of expectation that is we have done can grow and agree and very systematic and successful ways. I think we take our learning forward and we're part of our interest at the energy trust is that we're obligated to fulfill requirements under the legislation passed by the Oregon legislature last year and this is a way we can do that. Expand upon the Portland pilot and take it to the cities that mayor Adams mentioned in your introductory remarks. So we have a centerpiece that's the pilot. We have a collective strategy that we're organized around and now we're going to create a new nonprofit organization to help carry this learning forward. I was around years ago when Portland energy conservation inc. Was created and the city has a precedent of creating a energy-related nonprofit and it's highly recognized and successful for its efforts. I expect when we reflect back on what we wanted to achieve and what the vision was, we'll be successful if we build a diversified workforce and create still more jobs. If we deliver excellent customer service to the participant this is this program. And if we provide convenient financing that removes the barrier anode for upfront

June 9, 2010

capital. I value this opportunity to continue our working relationship with the city and demonstrate what we envision can be successfully achieved. Thank you.

Adams: I don't know if Oregonians appreciate or -- or, Portlanders appreciate the uniquely positive role that your organization plays in advocating for all kinds of triple bottom line initiatives around power. So -- and utility work. So thank you for your good work.

*****: Thank you.

Adams: And our good friends at northwest natural that were also key it helping us on a whole bunch of things, but especially the on-bill portion of this.

Gary Bauer: Thank you, mayor Adams and members of council. I'm Gary Bauer, appearing on behalf of the northwest natural. We appreciate being here and we have 670,000 customers in Oregon and southwest Washington and the bulk of those, really 600,000 or so, are here Oregon and we're looking forward to expand and offer our services to our customers. As been noted, the fact that Portland and Oregon receives \$20 million is a recognition by a lot of people by a lot -- by a lot of people and our federal government that we have a good program and we look forward to being able to move that out and offer that to assist other customers. As we move forward, we hope as we develop the statewide entity it allows us to have some uniform operations and develop some low-cost ways of delivering these, and standard ways of doing those, which we will benefit all of the folks. You mentioned the on bill financing, that's one of the key elements that's been working well. Northwest natural's customers are the largest users of the on bill financing program and I think we've worked out the bugs and things are moving well. We look forward to taking the pilot that Portland developed and work with others to expand that around the state. Thank you very much.

Adams: We appreciate it and you all moved with the speed of light that surprised even us. So thank you.

Paul Benoit: Mayor Adams, I'm Paul Benoit. The city manager for the city of Astoria. I put on a tie and drove here to acknowledge the acceptance of the grant from DOE and the establishment of clean energy works is a precedent-setting step and I want you to know that Astoria, as well as other rural partners recognize it and are grateful for the opportunity to be part of it and it's our intent to do all that's possible from the rural end to support you and to make this project -- program a success. I want to say, whether rural or urban, we share common concerns and interests. We care about climate change, we really do. We want to reduce carbon emissions and promote economic and jobs and care about equity. And the city of Portland and the vision of the Portland city council, you're using your strength and density, which obviously, we don't have in rural Oregon, using it to reach beyond your city borders and that's an amazing and wonderful thing. Clean energy works Oregon is tapping into and integrating the capacity and talent of major utilities like Northwest Natural, Shorebank Enterprise Cascadia and the Oregon Energy Trust to create partnerships that will possibly affect our environment in ways that urban centers could not do alone and rural Oregon could not on its own. As I said at the beginning, this is precedent setting for the region, not just Portland. And as we all acknowledge, Portland is more than a place to shop and rural Oregon is more than just a place to vacation. There's real strength in bridging urban rural interests and through innovation and partnership and that's what this program is about. In the extent that clean energy works Oregon will be truly regional and achieve the anticipated results I think will depend on creating confidence and meaningful outreach. Toward that end, I want you to know that Astoria and rural partners are committed to this and on behalf of rural Oregon and your partners, I want to thank you.

Adams: It's great to have you as a partner and our work together is only beginning. So thank you. And then finally, Tom Kelly, Warren, did you want to say -- and Warren, did you want to say anything? No, come on up. I insist. Come on up. Mr. Kelly, welcome back.

*****: Thank you, Mr. Mayor. Do you want him to go first or me?

Adams: No, I want you.

June 9, 2010

Tom Kelly: Ok. Well, thank you for inviting me here today. My -- I last spoke to you about this program, it was just getting started last year and I talked to you a little bit about how we'd been in the weatherization business in the '70s and early '80 and -- and '80 and how the government programs of the day wept away and I'm glad to see we're going in a different direction. And in those days, we were in a recession as well and that made it doubly tough. It's exciting to see this model. It's a model of how government and business can work together. I was in Austin at an energy retrofit conference a month ago and the high regard of what we're doing in Oregon is something we should all be proud of. We've been really pleased with our experience with the pilot and increased our work [inaudible], something I think is important in these times and I wanted to put a face on that for a moment. And at Neal Kelly, we've had a slowdown across our business units. The only one that's growing is this one. We doubled our business in energy retrofits last year and doubling it again this year. There's a young man by the name of Miguel, he was a carpenter and he's moved over to energy retrofits and is our lead guy. And a woman named Katie, she's moved over and is a project manager in our energy retrofit division and what's particularly apt, we made an offer and it was accepted, an auditor, her first name is Hope. And I think that's what this whole program is about, Hope, that we can resolve global warming issues and create jobs and get out of this regulation. Out of this reinvestigation. We have -- recession. We have locations in Eugene and Bend and we have an auditor in place in Eugene and we're excited about seeing this program going statewide and it's very important for the future of our city, our state, and actually, for my industry. The remodeling industry is well placed to be able to help with this and we look forward to working with you in the future. Thanks.

Adams: It was a long time -- as a long-time Portland business that pays family-wage jobs, your on the ground insight in helping us fashion this has been invaluable. So thank you. And I'm glad you're seeing the results yourself.

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

Adams: I want to call you up, because the Chair Cogen and County are important partners with us on this and climate action. A lot of the work around folks that are poorer or have financially constrained household budget, you've got the bulk of that as a focus in this effort and I wanted to thank you and the County for your partnership and give you an opportunity to say any thoughts or words at this point.

Warren Fish: Thank you, Mayor and Commissioners. Warren Fish, policy advisor to Chair Jeff Cogen and Multnomah County. Didn't plan on speaking but appreciate the opportunity and appreciate this moment as a mile stone in a very important project and one that means a lot to our citizens at the city and the County. And really means a lot to both the businesses that have an opportunity here with this additional money available now to grow those businesses, to employ more people. We need jobs and this is really critical and exciting, frankly, that -- that Portland was selected among 25 cities around the country to receive these competitive awards from U.S. DOE. And as we ramp this program up and go statewide, I think it's going to be great to see the collaborative effort continue between the folks who are part of the community workforce agreement, all the customers who are going to benefit from this, in terms of comfort in their homes and lowering their electricity and gas usage and frankly, increasing the value of their homes. So we're on to something really great here and proud to have been part of it from the beginning and excited to see this moment as this gets bigger and really is the first step toward this getting bigger nation wide as financial markets begin to recognize these types of loans as an opportunity for them. A new line of business that hopefully will continue to expand and thank you very much.

Adams: Thank you. Appreciate both of you. Anyone else signed up to testify?

Parsons: No one else.

Adams: So we also have the companion emergency ordinance, 851. But let's go ahead and vote on -- oh, yes? Of course.

June 9, 2010

Fritz: I was wondering if I could find out who we anticipate being on the board of the nonprofit.

Adams: We'll be making that selection as part of discussions with founding organizations, so that's not something we've done yet.

Fritz: And if a citizen wants to participate in this, this nonprofit, how would they become involved?

Adams: For now, call my office.

Fritz: And what are the jurisdictions apart from Astoria that are partnering in getting some of these grants.

Adams: Klamath and Hood County, Hillsboro, Lake Oswego and Gresham. Because they wrote that on a piece of paper for me. I didn't know that by heart. Those are the founding partners.

Fritz: I appreciate you coming in from Astoria and recognizing that indeed, Portland is a good partner. And my husband and I spent our anniversary weekend in Astoria and we understand you have a lot of industry and other things other than vacationing in Astoria. So thank you very much for coming in today. And the \$20 million is from the federal government?

Adams: Yes.

Fritz: That's wonderful. Thank you very much.

Adams: Sure. All right. Unless there's additional council discussion, don't want to rush this along here too fast. Let's call the vote.

Parsons: Accept the substitute.

Adams: We already did that? Let's do the vote on the substitute.

Fish: Aye. **Leonard:** Aye. **Saltzman:** Aye. **Fritz:** Aye.

Adams: Aye. [gavel pounded] please call the vote on the substituted 849.

Fish: Mayor, congratulations and this is I think further evidence that the climate action plan adopted by the city and county is not just another document collecting moss somewhere. Last week, through an effort you and I spearheaded we announced the fruits of the community gardening initiative which provides a roadmap for an additional thousand plots in the next two and a half years. And this is another cornerstone piece of the climate action plan and frankly, the only word I can use to describe this is the word your chief of staff used in connection with another project that has just incredible reach and momentum and that's Sunday Parkways and he referred to it as a juggernaut. I think there is a juggernaut and I'm especially pleased as we get this right, it becomes a vehicle for those linkages between urban/rural. As the city manager from Astoria noted. Congratulations to all and I'm pleased to vote aye.

Saltzman: Well, this is a really tremendous opportunity. We have on our hands, thanks to a \$20 million investment. Thanks to Mayor Adams for his leadership in the pilot and all the partners that have made it work. I'm very proud to see this happen and I think the challenges are still ahead of us to make this succeed and succeed well. And I think that caliber of the people at the table are -- is certainly impressive and I appreciate the city manager of Astoria coming up today. I'm a regular attendee at the Fisher Poet Festival. I don't think of Astoria as rural. I think of it as an urbane city on the coast and have a chance to sample the food and culture and I enjoy it every year. And as one of your energy-fit customers last summer, I'm glad to help on the bottom line. A good family-wage company that's been committed to us for many years and let's make this thing work. Aye.

Leonard: Aye.

Fritz: Congratulations, and thank you, Mayor Adams, for leading the work on this and getting the federal grant. The Bureau of Planning and Sustainability's work and our partners, it's inspiring and this is one of the targeted industries that the Portland Development Commission has established as a clustered focused area and it does show we're bringing jobs and energy efficiency and the office of neighborhood involvement was able to help. And I appreciate our community partners and I know when you go out to the cities and counties of Oregon, that there'll be a lot more folks who want to be involved and I hope you'll continue this -- to make sure this involves minorities and I women and non-traditional partners. Thank you so much for that diversity. Aye.

June 9, 2010

Adams: We'll be coming back to council with a local supplier strategy as well. And -- in the coming weeks, with the Portland development commission and as noted by some of my colleagues, this is moving forward, the climate action plan, and the city's economic development strategy approved by council about six months ago. I -- you know, the hard -- a lot of the hard work on this happens at a staff level and I want to acknowledge in addition to michael armstrong and the entire wing of sustainability -- the sustainability wing of the bureau of planning and sustainability. I want to acknowledge derek smith for your great work on this. You all have sent me to more cubbyholes and cubicles and obscure Washington d.c. Office buildings than I ever knew possibly existed. [laughter] it's -- it's -- I have gone to Washington d.c. A lot over the years to beg for money but never been in some of the buildings i've been into to beg for money for this project. It's fascinating. Thank you for that. And I want to thank lisa libby and planning and sustainability team in my office. Aye. Go ahead and read the title for 851. And we'll take care of that.

Parsons: 851?

Adams: 851, yeah.

Adams: While we have staff here, are there questions or comments about this? Anyone signed up? We'll wait until we get a fourth to vote on it. In the meantime, let's -- well, that's an emergency too. That's an emergency. Let's go ahead and get -- adopt the northwest district plan remand. [laughter] when is that? That would be nice to get it out of the way. Let's go with 856, first reading.

Item 856.

Adams: You can take off, if you want. Thank you very much. For being here. Appreciate it. Thanks.

Adams: Who is here to provide an explanation of this issue? Oh, there we go. Staff.

Fritz: [inaudible] not here yet.

Adams: David, we're tired of these excuses.

Fritz: You're president right now.

Fish: I'm the president but only with two of us, I can't even gavel down an amendment to increase funding for parks.

Fritz: Can't do anything. We don't have purchasing here for that one.

Fish: What?

Fritz: Purchasing is not here for that. Non-emergency.

Adams: Other objections to moving it to a second reading?

Fritz: Yes.

Adams: Then we'll wait. Then we'll pause and have a -- we'll have a moment of reflection. And go into recess for four minutes. [gavel pounded]

Fritz: Why did you choose four?

Adams: I don't know. I thought it was better than five.

At 10:59 Council recessed.

At 11:10 Council reconvened.

Item 856 continued.

Adams: Nonemergency ordinance.

Christine Moody, Bureau of Purchases: Good morning. Christine moody. The ordinance you have before you asks for an exemption to traditional low-bid process using an rfp for the kelly butte reservoir project. The project involves technical complexities and requires specialized expertise for its construction within a very tight timeframe in order to comply with the environmental protection agency's long-term 2 enhanced surface water treatment rule. Procurement services and Portland water bureau will conduct a competitive rfp process. Using this process will result in substantial cost savings to the public because the cmgc will participate in value engineering and

June 9, 2010

constructionability reviews and will develop a construction phasing plan and well-coordinated project schedule. The overall g.m. Gc budget is 70 million and includes costs for pte, services, and contingency. Funding of the project is in the 2010/2011 water bureau budget and will be requested in fiscal years 2011 through 2015.

David Shaff, Director, Portland Water Bureau: I am david chaff. With me is the principal engineer. We're here to answer any questions you may have about the kelly butte project. It is the fourth project that we are using the cmgc project with.

Adams: Questions from council?

Fritz: How will you select the contract?

Moody: We are going to use a request for proposal process that will have evaluation criteria in there such as project understanding approach, project team, proposed costs, and additional criteria. We haven't developed the full rfp yet.

Fritz: And who will decide? How are you to decide who gets the contract?

Moody: There will be a selection committee, and the highest-scoring proposer will be selected for the contract award.

Fritz: Will there be citizen participation on this?

Shaff: Yes.

Moody: Absolutely.

Fritz: Why do you think it's going to be more cost-effective to do it this way? Why wouldn't it be more cost-effective to break out the contracts and then bid them each separately, different components.

Moody: Typically we use the cmgc just because of the coordination. We can bring the general contractor onboard before design is completely finished. There's the coordination between the design, the owner, and the construction manager so that there's time savings in the time line. Instead of doing design contract and then stopping and bidding out the construction.

Shaff: Basically what's going to happen is we have mwh designing the facility itself, but then typically you would have them design the whole thing, and somebody else would come in and try and construct that design. We have some challenges on this particular site that allows us, in the cmgc process, to bring people in to work with the designers on the design so that, when we're done, we can actually build it as it was designed.

Mary Ellen Collentine, Portland Water Bureau: One of the great advantages to the construction manager general contracting process is that the contractor is brought onboard early and actually participates in completing the design and provides input into the most cost-effective way to do a project. This project has a number of constraints with it. We have a very tall excavation we have to do into a hillside. There are some risks there. We were surrounded by an environmental protection zone, so we have to be very careful about how the construction is done. We have more that would be for the city to come to a cost-effective way of dealing with it as opposed to waiting until the design is going out to bid and then having a contractor onboard. The standard procurement process that most of us use for most of our projects works well for projects that aren't as complicated as this one, but for this one the cmgc would definitely be an advantage for us.

Fritz: It's in an environmental protection zone?

Collentine: Yes.

Fritz: What's the required percentage of women, minority, emerging small businesses in this contract?

Moody: On this -- i'm glad you asked about that, because one of the advantages for us using an alternative contracting method rather than a low-bid situation is we have the ability to work with the contractor that we get onboard to have an mwsb subcontracting plan where we have more ability to work with the contractor to bring up the persons on subcontracting as opposed to a low bid when

June 9, 2010

everybody's just looking at cost as far as it being the subcontractor's percentage going into the overall cost of that contract.

Fritz: Do we have an aspiration for the total subcontracting amount out of this?

Moody: The citywide aspirational goal is 35%. Typically I think you've heard from bes that, on their alternative contracting, they can do that or better.

Fritz: Isn't that the percentage of the emerging -- women, minority, small business?

Moody: That's the subcontract for the mwsb.

Fish: 35% of the contracts, not the contract dollars.

Moody: That's correct.

Fritz: What's the goal for subcontracting from the 70 million? What's the standard? How much do they have to give to somebody else? Aren't we limiting the companies that could bid on this to the very big ones? And how do we know that we're going to be getting enough participation by smaller companies and individuals?

Moody: That's where we work with the general contractor. You're right, for something this size, there will be the larger contractors that will bid as the primes, but we will work with them on a subcontracting plan so that they could bring in mwsb subcontractors. And we don't have a hard goal set on this, but it's something we can work on.

Shaff: Mary ellen can give you examples of how this process worked with the mount tabor park project, because she was in charge of that.

Collentine: For the mount tabor Washington park project, the contractor we selected as part of their diversity and outreach plan, they hired a staff member to do the outreach in the community. We also worked with the prime contractor to target selected work and solicit input and bids from those types of firms so that we could increase our participation.

Fritz: What was the total and then what was the amount of contractors?

Collentine: I don't have the numbers with me, but I can get that to you.

Fritz: I'd like to know how much of the 70 million is actually going to be selected versus how much would be --

Collentine: At this time, part of that is unknown because I believe the count of the 35% is on the work that the contractor doesn't elect to self-perform.

Fritz: Right.

Collentine: We have to go through a selection process and look at -- part of the criteria is looking at what their diversity plan would be, and they get additional scoring for putting more input into their diversity plan. For instance, the contractor that we just recently selected for the tower project also has an outreach coordinator and mentoring program, so they were scored higher and ended up being selected.

Shaff: I was going to say that's why we think this process actually will result in a higher level of mwsb participation than it otherwise would.

Adams: Does it come back to us for approval? The approval of the award?

Moody: We will work with the prime contractor on an outreach plan to include minority businesses for subcontracting. As it comes up, they'll bid those out, and so the city will work with the prime contractor on doing outreach to those minority contractors or women contractors so that they're aware of the subcontracting opportunities.

Fritz: In the selection criteria, I hear that they get more points for having a diversity plan. Do they get more points for offers? For guaranteeing that they're going to subcontract a certain amount.

Moody: That's part of the plan, but i'm not sure if they can guarantee any kind of percentage within the original contract.

Fritz: Do you evaluate the businesses applying on there?

Moody: We evaluate on the diversity of their workforce and what their plan looks like, similar to what mary ellen was saying on some previous projects. We will post this on our website like we

June 9, 2010

normally do, and we will also do some additional outreach. We would take the prime contractor to some. Organizations to talk about the subcontracting opportunities.

Fritz: Do those go into some of our community newspapers?

Moody: Yes, we can. Mm-hmm.

Adams: Any other discussion on 856?

Fritz: I just have one other comment. It said in the information that was sent to us that neighbors will be invited to review the landscaping plans. Will there be a public process prior to the environmental review for neighborhood input into the plans?

Collentine: For areas with public access, we would certainly allow public input.

Shaff: The Powell Butte 2 project, we have a pretty extensive public involvement process with that. We were intending to mirror that process more or less. We've already started identifying community members and neighborhood associations that have expressed interest in working with us on the Keller Butte plant.

Fritz: Thank you.

Adams: Anyone wish to testify on 850? Moves to a second reading. I'm sorry. 856.

*******:** We have 849 pending?

Parsons: 849 is done.

Item 851.

Adams: Call the vote on emergency item 851.

Fish: Mayor, I can't support this without knowing more about the grant and the source of the money and what it's being spent for. I realize this puts us in a bind since this is emergency, but I'm very pleased for the reasons that I stated on 849 to enthusiastically vote aye.

Leonard: Aye.

Fritz: Aye. There's something in the transcript about Mr. Fish said with a wry and sarcastic smile. Yes. Aye.

Adams: Aye.

Item 850.

Adams: Welcome back.

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

Deborah Stein, Bureau of Planning and Sustainability: Good morning, Mayor and Council members. Debra Stein. I manage the district liaison program and also public involvement for the Portland plan. I'm very happy to be here this morning. To be meaningful and enduring, the Portland plan needs to be developed in a way that welcomes all Portlanders to have a hand in shaping it. The grant agreements you're considering this morning are designed to enable community members to participate in the development of the plan relevant to the particular communities. Five partner organizations we're working with. IRCO, Maya, Latina Network among them. We view these organizations as our experts. They're really the organizations that know best how to engage their respective communities in the Portland plan using approaches that are culturally appropriate and relevant. While respecting each of the communities they serve, their concerns, their interests, and their capacity. There have been and will continue to be a number of entry points in the Portland plan so that people can plug in in ways that are most meaningful to them. We want to keep each of the entry points as open and inviting to all Portlanders as we can. We've been working with the organizations over the past six months to develop these agreements, and I would say the six months have been incredibly enriching for me and my staff as well as instructive. I have learned so much from participating in these discussions, and we just kept talking. Through those conversations, I feel like I've built and my whole team has built some really enduring relationships with these amazing organizations. I think these are relationships that will endure long past the process of developing the Portland plan, so I'm very pleased about the process of developing these agreements. We've learned a lot from our partners about what it really means to

June 9, 2010

create a larger and more welcoming and more inclusive table. I think that's going to be instructive for all the work that my bureau does, but I think there are some examples for other bureaus, too, so i'm very excited about that. The other thing that's come out of this process is that it's really fortified our bureau's working relationship with oni, and I want to thank commissioner Fritz and jerry williams. The partnerships we've developed has been fabulous, and i'm really excited to get to work. Thank you for considering these grants.

Adams: Anyone signed up to testify?

Parsons: We have two testifiers.

Inger McDowell: Thank you for having us today. My name is inger mcdowell. I'm the community organizer, and we wanted to come and personally acknowledge the excitement about this partnership with the city of Portland and our work with the planning bureau and also the opportunities that have come to us through our work with oni. We feel that, through our collaboration with each partner -- and debra has listed them -- we can engage our own specific communities in this work and ensure that they participate and their voices are heard. The urban league will specifically be using this funding to go door to door in our communities in north and northeast Portland and engage our community to make sure that african-americans and other communities of color are heard. We hope that we can incorporate some of the solutions to our concerns around housing, jobs, and help disparities into the Portland plan. We know the city of Portland is listening and that our suggestions will be heard. We not only want to be recognized in the city for sustainability but obviously as a city for equity, opportunity, and liveability for all. We would like to thank debra stein and oni and jerry williams specifically and the city of Portland for working with us on this program and hope that we will be able to implement some important information from our community into the Portland plan.

Adams: Thank you very much for your partnership. Sir?

Oleg Kubrakov: My name is oleg. I work for immigrant and refugee organization. I work with slavic community. My title is community development specialist. I want to thank you, sam Adams, and commissioner Fritz especially, for creating the Portland plan. You've made great job. Thank you. Like I said, I work with the slavic community. This community care how Portland will look in the future, because Portland future is our future. Now Portland is our home, we never had this opportunity before to participate in the planning process, and we're really excited about this. I support the city council's decision to fund an outreach grant program to engage immigrant and refugee communities, including the local slavic community and the bureau of planning and sustainability, community planning process going forward. This will be important to engage the community in the bps planning process.

Adams: Thanks for sitting through the morning. Thank you both. Anyone else wish to testify? All right. Please call the vote.

Fish: Aye.

Leonard: Aye.

Fritz: Thank you, mayor, for making this funding available and for partnering with the office of neighborhood involvement with the bureau of planning and sustainability in the Portland plant. Thank you to all of our community partners, especially jerry williams and oni who does such good work in the bureau and in the community. I really appreciate your skills, the time you put boo this more than we could really expect. To be able to fund the kind of outreach that we found through the offices neighborhood involvement for neighborhood associations, that we provide staff and communications dollars. We have leaders in the community who are meeting in different places, and one of the things I most appreciated in the second round of the Portland plan workshop was hearing about how many visits the planning bureau staff had made to community organizations. There's many different ways to participate in the Portland plan, and we certainly want everybody to come to the big workshops, and the mayor does a wonderful job of leading every single one of

June 9, 2010

them. We recognize that people are meeting in ptas, community organizations, and in other groups all over the city of Portland, and sometimes we need to go to them to invite their participation. I greatly appreciate the work of the planning bureau staff. And also the office of human relations, our staff there. We are working across bureaus, and we are working across communities within the great community of Portland, and that's what this grant does. Thank you so much. Aye.

Adams: I thank first commissioner Fritz for enthusiasm for working across bureau boundaries on this project. It just doesn't happen unless that kind of leadership that you've exhibited is there. I want to thank you for that. I want to thank jerry, amalia, the whole team at oni who has really improved and enhanced our efforts which were already great thanks to debra and the team at planning and sustainability. We still have a lot of potential yet to realize in terms of really community-based planning and strategy making that effectively has the input of the entire city, representation of the entire city. I really want to thank you all. I find I learn every day, and I find it really inspiring. Aye. Please read the title for 852. Can you read 853 and 854 also so we can deal with them all at once?

Items 852, 853, and 854.

Adams: Thank you very much for your patience.

Mike Leloff, Portland Police Bureau: Bureau of police, mayor and members of the council, thank you. The city has once again applied to the bureau of justice assistance grant, which is known as the j grant for the amount that's spoken. On behalf of the city and the county of Multnomah and the city of gresham, we have applied for the 824,000. We are required to be the fiscal agent. How we're going to propose to spend that is city of Portland will train one development analyst. We have a couple major projects coming up, the shift to region and the cad next. The additional funding for Portland will be for protective gear and equipment for the bureau's officers, \$77,000 for 95 tasers, \$13,000 for robotic and \$70,000 for ballistic vests. Multnomah county will use the grants to fund a district attorney out in east precinct once again. We're excited about that to help us with the drugs, car prowls, car thefts and issues in liveability in east Portland. Department of community justice will fund point 89 and match with it a .11 from their funding and the Multnomah county sheriff's office will provide one deputy to specifically work on drug trafficking organizations and specifically within gangs. The city of gresham proposes to spend \$73,000 on a police technician and the remaining funds will be for hours of officer overtime to do the every 15-minute program, a program designed to advise use on the dangers of drinking and driving and texting and driving. An additional 10.5 -- \$10,500 will be purchasing taser and taser cartridges and then \$2000 for an executive leadership development course. The interagency agreements will be put into place. Did I miss anything?

Fritz: I'm assuming that the things that you were going to buy with this were put into the grant, that we then got the grant from the federal government. Is that right? Do we apply for it every year?

Leloff: This is 2010, and every year it comes out. I don't know how long it's been in existence.

Bob Del Gizzi, Portland Police Bureau: The block programs went back into the 1990s.

Fritz: Is the allocation to the different jurisdictions set in the grant?

Leloff: Local solicitation, so the city of Portland and Multnomah county split it with a 56 going to the city of Portland and 44% going to the county and then gresham gets a stand-alone amount of \$100,000.

Fritz: Is that in the grant specifics or next year could we choose to reallocate it differently?

Leloff: This is a traditional agreement between the city and the county, and I think it's been an ongoing agreement.

Del Gizzi: For roughly a decade, that's been the split.

Fritz: I'm observing that much of the city's funding is going to equipment and, given that the council has funded the police positions, that's certainly appropriate. And i'm also looking at the

June 9, 2010

funding in Multnomah county an additional district deputy attorney position. I greatly appreciate that part of it for graffiti work and for abatement. Does that also deal with prostitution?

Leloff: That is a separate grant, and I think they have their own dedicated d.a. This one is going to be dedicated in east Portland to car prowls, maintenance, misdemeanors, car thefts, drug-related offenses, mostly misdemeanors, and then the prostitution one is already funded.

Fritz: Next year we might look at the county's allocation. They don't have the district attorneys to prosecute when the police have made arrests on issues. We recently saw there's a whole list of offenses that may no longer be prosecuted, and that doesn't seem to be worth your while and the police. It's not an efficient way. I'm suggesting for next year that we might look at the allocation and make sure we have sufficient d.a.s to make good on the good work that the police bureau does. Thank you very much.

Adams: Anyone wish to testify? All right. Please call the vote.

Fish: Aye.

Leonard: Aye.

Fritz: Well, again, staff is doing great work in getting federal money to provide vital basic services. Thank you, mayor Adams. Aye.

Adams: It's very kind of you, but I didn't have to do anything to secure this grant, because it's been the result of some great work in the bureau of police and a lot of different levels. Thanks to you all. Aye. The vote for 853.

Fish: Aye.

Leonard: Aye.

Fritz: Well, the mayor takes all the blame for everything that happens in the city, so I think he gets to take the credit for the good work of the staff doing this. Aye.

Adams: Very kind. Aye. 853 is approved. 854 vote.

Fish: Aye.

Leonard: Aye.

Fritz: Aye.

Adams: Aye. 854 is approved. Please read the title for emergency ordinance item 855.

Item 855.

Adams: This is to get money out the door to fix a bad part of clinton street. Are there any questions? Anyone wish to testify on this matter? This is a good thing. It's been funded. Call the vote.

Fish: Aye. **Leonard:** Aye. **Fritz:** Aye.

Adams: Aye. So approved. Can you please read the title for nonemergency -- did we do this already? Yeah. Please read the title for emergency item 857. Plead call the vote.

Parsons: I understand that's been referred to your office.

Adams: 857 is referred to the mayor's office. Please read the title for 858.

Item 858.

Adams: Welcome, gentlemen. I will be back.

Matt Grumm, Commissioner Saltzman's Office: The storm water retrofit project is a great example of collaboration between the city of Portland and odot, the Oregon department of transportation. The project was identified as one of the highest priorities, and now we're going to get it done. Storm-water runoff for more than three acres of impervious surface in a heavily used maintenance area, this is just the first step of several projects envisioned through a new partnership with odot for storm water retrofits around Portland. We will be coming back to council for an agreement. Dave cleaver from bes is here to answer any questions that council may have about this exciting project.

Fish: Hearing none, thank you, gentlemen, and we will postpone the vote on this until we have four council members.

June 9, 2010

Fish: Thank you very much. Commissioner Leonard, do you have any plans this weekend you'd like to share with us?

Leonard: I would like to share that with you, but probably not before we do the 4/5ths agenda.

Items 858 and 858-1.

Shaff: Good morning. I'm David Chaff, the director of Portland Water Bureau. With me is Bryan Robinson and Dave Tooze from the Bureau of Planning and Sustainability. First our explanation of why we are here on a 4/5ths agenda. Last Thursday, the Oregon Department of Energy contacted Dave Tooze and told him that we needed a contract signed by last Friday in order to get this \$30,000 from the Erra funds in order to accept this grant. So Dave managed to negotiate an extension for us, and the reason why we're here today on 4/5ths is because we now have to have this contract signed by this Friday. We apologize for doing this. We don't normally do it, as I said, but we are trying to take advantage of these federal funds to help offset some of the costs of the project. The project itself is pretty cool, and Brian's here to answer questions. We have these things called pressure reduction valves, prvs, and we have them up at the Sabin site or what we call the Vernon Tank site where it brings water from Reservoir 5 to the site and at too high a pressure, so it has to be reduced. We're going to pass it through a microturbine that will generate electricity and result in the reduction of the pressure that we need to avoid blowing out people services in the Sabin neighborhood. So it's a way to continue doing -- to have what we need, which is reductions of pressure, but at the same time have a sustainable source of clean energy being produced. It's not a lot, and I think Brian could tell you it's 150,000-kilowatts a year, only .60 of the total energy use. It's the equivalent of 12 houses a year of electricity. It's not a lot, but it would ultimately pay itself back over a period of years. We're here to answer any questions you might have, but I wanted to make sure you understood why we were coming to you on the 4/5ths agenda instead of the normal process.

Fritz: Do we know why Oregon State didn't get their act together?

Shaff: Well, we've been waiting four months for a contract. Dave may have the answer to that.

Dave Tooze, Bureau of Planning and Sustainability: Commissioner, I really don't know. We submitted the documents back in December. They have 600 of these contracts they're processing, so they really are overwhelmed. Sometimes folks don't understand the time that it takes to move an ordinance to city council and get it approved, and all of a sudden their emergency flared up, and we were fortunate enough to be able to respond and bring this to you today.

Fritz: So tell me more about the funding for this project. How much is going to be coming out of water rates?

Tooze: About \$335,000. There are supplemental funding sources that the Bureau has applied for from four different sources. Three of them, if approved today, have already been secured and fourth still pending. All total \$220,000 against the \$335,000 cost so about two-thirds of the project costs from federal funds, from Energy Trust of Oregon, state of Oregon tax credits, and the Erra funds.

Shaff: Which means 155 would be provided by the water bureau, and it is in our 09/10 budget and requested in our 10/11 budget.

Bryan Robinson, Portland Water Bureau: This is approximately \$10,000 to \$12,000 a year.

Fritz: What's the life expectancy of the machine?

Robinson: The pump is about 30 years. It's essentially to pump the micro turbine generator, so it's 30, 35 years.

Fritz: What's the cost of our regular pressure reduction valve?

Robinson: About 10 to \$12,000.

Shaff: The payback period we're estimating 21 years.

Fritz: 21 years to pay it back but then, after that, we reach savings and are meeting our clean energy goal?

Shaff: Exactly.

June 9, 2010

Leonard: \$21,000 from the entire cost of the project or from the water bureau?

Shaff: 21 years.

Leonard: 21 years based on the entire cost of the project or the water bureau's contribution to the project?

Robinson: The water bureau's contribution.

Adams: Any additional discussion?

Fritz: How much construction is involved putting it in?

Robinson: Not much. It would basically be us taking out the old pipe work and the pressure reducing valve and replacing it right there, so it's about 20 feet long by 13 feet wide. We'll have some electrical work that will be to be done by pacificorps.

Adams: Additional discussion? Anyone wish to testify on these matters? Then let's call the vote on --

Fish: 858 and 858-1.

Adams: Let's call the vote.

Fish: Aye. **Leonard:** Aye.

Fritz: Thank you for all of those explanations. That's very helpful. We obviously are going to have to invest in order to meet our clean energy goals, and this is eventually going to pay back, so i'm willing to vote aye.

Adams: Aye. Please call the vote for 858-1.

Fish: Aye. **Leonard:** Aye.

Fritz: So I need to -- I was confused. I thought I was voting on the other one. I need to make a comment on the previous one that the service is in my neighborhood and there's no personal financial gain to me in the vote I just made, and please incorporate my previous comments into this vote. Aye.

Adams: Aye. We're recessed until 2:00 p.m.

At 11:53 a.m., Council recessed.

June 9, 2010
Closed Caption File of Portland City Council Meeting

This file was produced through the closed captioning process for the televised City Council broadcast and should not be considered a verbatim transcript.

Key: ***** means unidentified speaker.

JUNE 9, 2010 2:00 PM

[roll call]

Adams: We have one item on the agenda, which is an emergency ordinance for 2:00 p.m. Can you please read item 859.

Item 859.

Adams: Please come forward while he's coming forward, I just want to underscore this is not an opportunity to weigh in on the substance of the review of the effort. This is extending the life of the efforts so that they can get through their substantive evaluation and review and report.

Eric Engstrom, Bureau of Planning and Sustainability: My name is eric engstrom, with the bureau of planning and sustainability. I want to acknowledge ann squire, the chair of the community working group, who is the stakeholder group leading this discussion. I also have staff in the room with me as well. Phil and rachel. So what i'm going to do briefly is just quickly walk you through what we've been up to in the past year on this project, explain where we are in the process, and keep that brief, and then allow you an opportunity to ask questions and I believe there may be some public testimony as well. So today as mayor Adams noted, is mostly a housekeeping item in terms of extending the life of the financial agreement between the city and the port of Portland. In july we will come back to with a more detailed report back from the community working group, including a resolution then to, if appropriate, to develop the next steps along this path. So the project basically is in two phases right now. The first phase being completion of what we're calling some foundation studies, which lay out as much technical information as we can to set the stage for this decision-making. It's also -- during this phase we asked the community working group to think about any fatal flaws in the approach of mixing marine industrial use on the site with environmental resource uses. During phase two of the project if no fatal flaw were identified, that's when we'd move into more detailed concept planning and potentially annexation and application of city zoning. I think you all know where hayden island is, but this is just a map showing the regional -- from the region's policy perspective, this is the view of the 2040 map showing hayden island with industrial designation, and that's one of several competing designations at the regional level about which is driving this project. Features of the island that are of note is next to the main railroad line. It's got some existing utility corridors, including an existing dredge disposal site. It's about 800 acres, it is in unincorporated Multnomah county but within the urban growth boundary. There's just a photograph showing you what it looks like currently from the air. Assemblage of forest, wetlands, beaches, and also sandy meadow kind of habitat. Some environmental features of the site, it is part of the regional network of natural areas. It's a significant habitat for migrating bird and other species of concern. Including Fish. There are large stands of cottonwood and other habitats, and as I noted, just as metro has identified it as an important industrial site, it's also been designated regionally as an important natural resource. So just a few photographs to get you oriented. The one in the upper left is interior forest habitat, which is of particular note. So some of the economic features of the site, it is right next to the columbia river shipping channel. It is between the port of Portland's terminal 6 and the port of vancouver. It has direct access to rail and good access to interstate highway. And also importantly it is a large site in terms of just flexibility of potential operations from an industrial point of view. Few industrial photographs to set the

June 9, 2010

context. There are a lot of large ships that anchor off the site currently, getting ready for berth either in the port of Portland or Vancouver. The cranes in the right side are at the terminal 6 facility. The other pictures looking north at the port of Vancouver and then that's the railroad bridge in the lower right. Barge companies use this location as well as a tie-up location, and I already mentioned there are utility corridors that cross the site. Key questions that we're looking at in this project are - can West Hayden Island be developed for multiple uses, or used for multiple uses including either industrial, natural resource, or recreation, and can that happen in a way that still retains the quality and functions of natural resources and also still provide viable economic benefit to the region. Significant players in this process are consultant and -- that was hired to prepare the foundation reports. Bes has been assisting with the project management and has stepped up to fund some of the additional elements of the background studies that the CWG asked be produced, and I think it's -- they've really helped keep this project moving. The port of Portland, the other partner in the IGA, the community working group, which is the stakeholder group, we also have a technical advisory pool which is a group of people including both city bureaus, federal and state agencies, and other expertise that we're using as a way to get technical feedback on the project. So we've completed a set of foundation studies, and the sheet that you should have here is an outline of the substance of what's in those technical studies. There's several volumes and some additional secondary memos that go with it. So that's a full list of what we have. All those things on our website. I also do have paper copies here in the room with staff if any of you would like to directly pick up a copy of any of that material. So the -- what we've done to date is the community working group has met monthly over the past year to hear updates on the development of these studies. The technical advisory pool reviewed and commented on the draft studies and then the studies were revised based on that comment. And where we're headed in the next month is -- in this month is the CWG is going to meet for a longer period of deliberation now that we have the studies, and discuss that basic question that I mentioned. And they'll report back to you on July 14th. This is the charge of the community working group, which was to advise city council on how marine industrial habitat recreational uses might be reconciled on West Hayden Island, and if the CWG determines a mix of use is possible to recommend a preferred concept plan, and that latter phrase is the next phase of the project if we get to that point. This was the charge of the technical advisory pool. I already mentioned. We did have a number of tours of the site, and before you all have to make a final decision about the planning process next year, it would be great to organize some kind of a council or either individually one-on-one or in some kind of a larger council tour to get you all familiar with the site. We took a boat trip as well with the community working group and members of the technical pool. Our public involvement included a number of different neighborhood meetings. We've met through conference with representatives of the different tribal governments that have an interest in the Fisheries and the Columbia River and also have treaty rights to some habitat in the area. We have talked to different land use chairs, we're having an open house now that the technical reports are released in the coming weeks, and we've also maintained a website to publicize their information. This diagram just gives you a sense of the content of the reports, and it's a visual version of the list I gave you. I'm going to briefly flip through a few pictures to give you a sense of what the reports include. This is a map of waterfront parcels in the Willamette River that we looked at in terms of other alternatives for development of marine terminals. This is a map of the site itself in terms of the different habitat types that exist on that island, and this isn't the quality map, it's just where the wetland and where the forests -- there is an evaluation of both quality and quantity of different habitat types internally compared to other sites on the island as well as comparing that in terms of regional importance of those sites. There was also work done to put forward a vision of what is the optimal environmental restoration work that could occur on there if there wasn't internal development, what are the opportunities for restoration given the condition of the site right now. So divided the site up into different opportunity areas and dove into what the

June 9, 2010

biggest lift could be in those different parts of the site. We also investigated different rail configuration and what are the parameters that sort of technical and operational parameters of getting rail access and ship access to the site. This is not a proposed diagram of development yet, but it's straw man to think through the issues. So today we're asking the council to pass an intergovernmental agreement and allow an extension with the city and the port of Portland. The timing of this is a reflection of the bureau and the city's budgeting process more than anything else.

And we will come back to you in July then for that substantive question. The IGA does include a clause to allow either party to terminate the agreement depending on what you find from the community working group's recommendations. And I already mentioned most of these next steps, the June 30th is the date for community open house, which is going to be at Jantzen Beach. And that's my formal presentation. If you have any questions, I'd be happy to answer them.

Adams: There were two concerns raised [inaudible] folks, one about the -- this agreement is largely just moving forward with the council already approved, but these are concerns noted that the city and port joint work on the economic social and environmental energy analysis and that would prefer the city only have the lead on that and then also reviewing CWG membership and as you have noted, that came from the chair membership in terms of are they willing to continue to serve. Do you have any other thoughts on these matters?

Engstrom: As you said, the same agreement was approved by the council last year. The changes largely are in the amount of money and the dates of work. We did include a clause to give us the option if there are CWG members that didn't know they were in it for two years, this was originally scoped as a one-year project. For us to bring in new membership if necessary, so that's in there. And the issue you noted about the ESEE analysis is in the bowels of the work plan, where it notes there are about 30 different tasks listed, and it shows in a matrix who's doing what, and the issue was that the city and the port were both listed as working on the ESEE document and the mayor's noting that the intent is that the city be the lead on that technical work. And I think that's true.

Adams: Any other questions or comments?

Fritz: Do we know of a member that wants to step down?

Engstrom: We haven't called the question on that yet.

Fritz: What would be the process for appointing other members? Would the council get to weigh in on that?

Engstrom: The mayor appointed the initial CWG, and so I assume would it go back to you.

Adams: Do I bring it back to council or just appoint it?

Engstrom: I believe you appoint it.

Fritz: You may have circulated -- I think it's a balanced group right now.

Adams: I'll make sure I circulate the list again and engage in the practice you like so much.

Fritz: I do. Thank you. I'm concerned, in exhibit A there are a couple of statements to the effect that the city and the port are embarking in this in an effort to apply appropriate city zoning and annex. And then the agreement outlines the work with the parties will undertake to bring forward to city council a proposal to annex zone and create a plan district for West Hayden Island using a city legislative annexation process. So -- but reiterating what the mayor said, that decision is not being made in this contract.

Engstrom: True. That wording reflects the direction that Metro gave us in The Functional Plan. That was the wording from the Metro Functional Plan directing the city and the port to do exactly that.

Fritz: They also -- we have to look over all the natural resources.

Engstrom: You're correct.

Adams: But you're -- your inquiry does worth repeating, section 2 of this ordinance it says, quote -- nothing in this ordinance should be interpreted to prejudice the expect the recommendation from the

June 9, 2010

community working group, the council may choose to terminate or make further amendments to this iga after hearing that recommendation.

Fritz: Thank you for saying that again. And then this new agreement we're hiring a community outreach person? Is that in anticipation of continuing to work on this after --

Engstrom: Right now the project is being staffed by two city planners and as we move more into the more specific planning, if we get to that point, from a staffing point of view the bureau feels it would be more appropriate to shift the classifications of the people working on the project, so it's not a proposal to change staff, but it's a designation of their classification to more accurately reflect the focus of the work in the second year.

Fritz: So one concern I have is on page five of six of the city intergovernmental agreement, it says if the port terminates the agreement before august 1st, 2010, the city Agrees it will not seek reimbursement for any costs incurred after july 1st. So essentially if we decide during july we don't want to move forward, that we wouldn't get this -- I think the purpose of this contract was to make sure we had the staff covered. Why would we -- why would the port not pay for july if we denied not -- if they decide we're done?

Engstrom: I think that was the -- that's the gamble that the bureau is taking in terms of what the decision is, and at some point the port needed assurance that -- they just frankly from their own interest, from the mission they have, they don't want to pay for work that doesn't go in the direction they're going. So if council doesn't want -- doesn't see this site as a marine industrial site, it's outside the scope of their mission to be funding natural resource planning for the sake of natural resource planning, and so that's --

Fritz: I understand that, but since we're not going to be approving or disapproving any annexation plan until mid- to late july, it doesn't seem reasonable that this contract should be conditioned on us saying yes. And the whole purpose as I understand it is to make sure that in the next fiscal year we can keep on the planners who are working on this project. So why would they not pay for july?

Engstrom: Well, because if the city isn't going to annex the site, then presumably we would stop work on the project. So basically what they're saying is that's not billable once we get to that point.

Fritz: Then it should say that, and not july 1st. The council is making that decision, right, not the community working group.

Adams: I'm happy to accept the amendment that when a decision -- we get paid up to the moment a decision is made, that might be outside of their mission. Might reflect a direction that's outside of the port's mission.

Engstrom: The only issue with that is the port commission has already approved this agreement, so we would have to go back and renegotiate that change with them.

Fritz: I don't like the appearance that this -- I appreciate the rest of the ordinance which very clearly states we haven't made the decision yet. And there is no pressure on the community working group to go one way or the other. That element of this contract puts a month's worth of staff time on the line. Maybe it's a small thing in the greater scheme of things, but it does add some pressure, and I don't like that.

Adams: So why don't -- how does this work? My legislative intent, the intent of council, let's say, is that we will bill for all the time that we work on this up till the point that we decide potentially decide as an option not to move forward with something within -- the port can choose to not pay for the work we've done for them, but I have a feeling they probably will. We can ask for it.

*****: Second.

Adams: I think it's legislative intent. I don't think we need to amend it. Fair point. Anything else? We have one person signed up to testify.

Fish: By the way, mayor -- [inaudible]

Adams: Welcome back.

June 9, 2010

Ariana Longanecker: High name is arianna, my address is 3577 southeast woodward street, Portland, and i'm representing audubon. Bob sallinger is in Washington, dc and i'm testifying on behalf of him. He has been representing audubon on the cwg and ime i've been representing audubon on the technical advisory pool. And I wanted to thank you for came considering the issues that were brought up and we appreciate the changes. We believe that this city should be alone in control of developing the esee process, and we do have concern, and I think this isn't the forum for as you mentioned, mayor, for the west hayden island process. But I wanted to ask you to delay the adoption until the other issues would be resolved, and I know that mayor, you asked them not to be brought up at this time, but we feel that they are critical to a public process being held and the city has not responded adequately to the concerns or provided a plan for how the other issues will be addressed.

Fritz: What other issues?

Longanecker: The other issues are on how the cwg process has been carried out. I know, mayor, you requested that we not discuss those. I know this is really about the emergency iga. We have concern with some of how the wording is, especially with the natural resource being downplayed and the development options being emphasized, but --

Adams: They're at a point in their evaluation discussion and recommending process where they got an initial draft back of a piece of analysis.

Longanecker: I have it for you if you're interested.

Adams: That the audubon and other stakeholders are concerned about the accuracy and quality of that piece of evaluative information. But we're not -- our job is not to pass judgment on that, if the committee wants to send a it back for more work, they'll send it back to more work there. Will come a day when we will make the council will make its own opinion on whether the work was done well, and fair, and all that stuff, but that's not the matter in front of us.

Fritz: It is true what is in front of sustainable budget continued funding and possibly continuing to have the community working group so to the extent that you have advice on what you'd like to see done differently in the future, i'm interested in that.

Longanecker: Ok. Would you like that in written --

Fritz: Sure, that would be helpful. Specifically on this topic in terms of how could the community working group, when it moves forward, what else would you like to see that would make it work better?

Longanecker: Yeah. Ok.

Fritz: Thank you.

Longanecker: Thank you. Thanks very much. Thanks for the opportunity.

Adams: You bet. Sue, please call the vote.

Fish: Aye.

Leonard: Aye.

Fritz: Thank you for the audubon society for sending us written information and for coming to testify today. Thank you, staff for clarifying the intent, and thank you for your work on this committee. I'm looking forward to the actual decision being made as to whether we're going to move forward or not, and I appreciate the mayor's statements of legislative intent that we hope we get billed for the -- that we hope we get the money for the agreement regardless of what the outcome is in july. Aye.

Adams: We know people. Thanks to amy and eric, and the entire staff team on. This thanks to our great chair, and all the partners involved around the table. This has been one of those two-decade-old issues that we're trying to tackle. May god or goddess help us all. Aye. [gavel pounded] we're adjourned -- recessed until tomorrow.

At 2:27 p.m., Council recessed.

June 10, 2010
Closed Caption File of Portland City Council Meeting

This file was produced through the closed captioning process for the televised City Council broadcast and should not be considered a verbatim transcript.

Key: ***** means unidentified speaker.

JUNE 10, 2010 2:00 PM

Adams: It's 2:00 p.m. Sue, would you please call the roll.
[roll call]

Adams: Before we begin, council hearing on our two agenda items, i'm very pleased to be able to recognize some very special guests. We have with us mr. Yamashita, executive vice-president of research and development, also on the board of directors for nissan. Our wonderful soon-to-arrive nissan leaf, so thank you for being here. Next to him is mr. Shinohara, senior vice-president of technology development division scrks next to him, an old friend of mine that I met when I was in japan, mr. Uada, a senior manager for technology and planning. We want to welcome you to the city of Portland. This city council has been working hard with our regional, state, and our efforts with the Portland development commission to be ready for the importation of the nissan leaf. And it's very exciting. And we're really pleased to partner with you to be the first city to introduce the all-electric vehicle. James mast, if you raise your hand, is our electric vehicle Czar. So he will do anything you ask him to do. And next to him is someone from my office who works with james, we're really excited in our partnership to really -- we're about to roll out a thousand charging stations in the region, and you told me when I was in japan that we had to be ready by december, and we're going to be ready. So welcome. Glad you're here. [applause] now you get to see a little bit of democracy Portland style. Can you please read the title for item number 860.

Item 860.

Adams: If I could draw the council's attention to the blue piece of paper, this is a substitute ordinance. This one replaces the ordinance you had previously received in your binder. This is a readoption of what a previous council adopted in 2003, Portland bureau of transportation analysis shows that the intersection of vaughn and 23rd will fail in a future year. Staff is proposing a mitigation project to address that failure. The ordinance provides clear direction to amend the tsp, transportation systems plan for the city, and study the intersection and provide clear direction to move the mitigation project into the capital improvement project, the cip. Which is the next step towards making improvements. The replacement language in the blue as opposed to the previous version, provides additional assurances that the mitigation project will occur in a timely manner. Do I hear a motion to consider the replacement ordinance instead of the original one?

Fritz: So moved.

Saltzman: Second.

Adams: So moved and seconded. Please call the vote on accepting the substitute.

Saltzman: Aye.

Fritz: Aye.

Adams: Aye. [gavel pounded] [gavel pounded] so approved.

Joe Zehnder, Bureau of Planning and Sustainability: Good afternoon, i'm joe with the bureau of planning and sustainability, i'm joined today by courtney duke from the bureau of -- Portland bureau of transportation. Today we have two ordinances that were asking for your consideration of. First -- the readoption of the final portion of the northwest district plan. This plan was originally adopted in 2003 and it was appealed to the land use board of appeals. The luba upheld most of the northwest district plan but remanded a portion of it on two issues relating to the state's

June 10, 2010

transportation planning rule. Because the lura remand was limited to impacts of zone changes on a specific transportation facility, in october of 2009 you readopted most of the northwest district plan, so today we're just considering the final portion that was not considered at that date. The entire record of all of those previous proceedings are hereby incorporated into our hearing today. Also, when you readopted the first part of this in october, you passed a resolution that did five things. It instructed the bureau to make change to design review and portions of the northwest district plan to require type three, instructed the bureaus to work collaboratively on the slab town and express support for the slab town planning project, a community-led planning project, it put in motion planning for improvements to northwest petty grove, development of green streets guidelines, northwest transportation parking management association, creation of a meter and permit district in the northwest. Action is moving forward on all five of those items. Today as I said, there's two ordinances. And let me describe them briefly. The main ordinance readopts changes to the comprehensive plan map and zoning map for approximately 55 acres in northwest. The area that's affected is shown on the map here and it's also attached to the back of the transmittal memo you have in your package. The zoning changes from south to north are north of petty grove, there's approximately 36 acres that is being changed from industrial to ex zoning, mixed use high density zoning, and the zoning category would be exd with corresponding comprehensive plan designation. The final piece is the northern section of -- north of northwest vaughn approximately 17 acres, and this is just a core plan designation from industrial to mixed employment which basically allows office use in that formerly industrial area. The ordinance is based on the transportation study that courtney is going to describe in detail, but it was also redone to address the issues that were the subject of the lura remand, specifically lura remanded the previous zoning asking us to reexamine whether the predominant type of trac on northwest vaughn was consistent with its functional classification as a neighborhood collector. The study is as courtney will explain, says that it will continue to function as it does today. Secondly, the issue, lura remanded on was whether the map amendments caused the intersection of vaughn and 23rd and the i-405 ramp to drop below the minimum acceptable levels of service as they're identified in our transportation system plan. With proposed mitigation, again, that courtney will describe, we find that the intersection will operate within acceptable levels of service. On this particular ordinance, which deals with the comprehensive plan zoning changes, before it can go into effect we need to go through a process to amend metro's title 4 industrial lands map. We anticipate that the metro council will take action on this in august. That would mean that these amendment if approved by city council today would be able to be effective in december. The second ordinance, these are moving forward together as a package, amends the northwest master plan ordinance. This particular ordinance describes a master plan provision that was created in 2001 as part of the previous zoning in the northwest district. What it refers to is the area sort of in the middle of the southern area that was rezoned that's shown in hash there, and it -- what the provision does is it requires a plan, a master plan for all those properties, for properties under contiguous ownership and it establishes specific criteria for what the development and mitigation and related design standards and review processes should be for any development within that area. The notion is this. For any single property or subpart of that district to go ahead and be developed, we want to master plan for the entire area. The reason that we're bringing this new ordinance or this additional ordinance forward is that in 2003, when we adopted the zoning originally, we thought that if we got very specific with plan use and other regulations in the area, we no longer needed this master plan provision. But also since then, there's been a lot progress made in conversations between conway and the community, and with the work that you'll hear about later with the community-led process on slabtown, in both the property owner and the community feel like having this master plan provision in place provides greater flexibility for the property owner and greater assurance for the neighborhood to know how the whole area would be developed rather than possibly just considered a piecemeal fashion. Master plan in addition to

June 10, 2010

giving the community the assurance and develop -- it requires that the master plan for the whole area go through a whole other round of transportation analysis. So once again, we'll have another opportunity to examine in the future the very issues the subject for the remand. So there's another check on whether that -- our findings still hold up before any development would happen in the master plan area. With the adoption -- with the adoption of this particular ordinance, those would go into effect 30 days after second reading. With that I'll turn it over to Courtney to talk about the transportation study.

Courtney Duke, Bureau of Transportation: I'm Courtney Duke with the Bureau of Transportation. I'm also representing the work of a number of people related in our engineering and modeling group that work over the last few years. Our transportation analysis utilized the current industry standards, practices, and policies we've been using on a number of long-range legislative policy and planning projects here at the city that you've seen before. We based our transportation analysis on information and data both from the Bureau of Planning and Sustainability as well as the information that we get from Metro. And namely this is the assumption that 1,015 household and 3,370 new jobs could result in the area because of the zone change. Our traffic engineers used the Metro model as well as our own model to help determine as Joe mentioned, the questions that Luba asked us to determine. And these were, will Vaughn continue to function as a neighborhood collector, our analysis indicates that the zone changes proposal have no significant effect on the performance of Northwest Vaughn in regard to street classification. It will function in 2030 the same way it functions today. And in addition, approximately 85% of the trips start and end in the area defined by the classification. Secondly, will the rezoning reduce the performance of the intersection of Northwest 23rd and Vaughn, and the intersection ramps of I-405, to below the minimal acceptable standard in the TSP. Our analysis indicates that the proposed zoning and the remand will increase congestion at Northwest 23rd and Vaughn. The level of service at the analysis year which was 2003, is a level of service D, which is acceptable in our TSP. The proposed zoning and no mitigation moves this level of service down to an F. Which is not acceptable in our TSP. So - - this congestion will increase to this unacceptable level of F between 2015 and 2029, at approximately 2020. It's hard to know exactly, but with our modeling, that's what we think we might see. So a project was designed specifically to address the congestion caused by the project -- by the proposed Northwest remand zoning and will provide mitigation for that congestion. This mitigation project will increase the level of service to E, which is acceptable in our TSP. So I thought I'd describe the proposed project. Have you a handout I think that says proposed mitigation improvements. It's -- this is a quick description of what our traffic engineer has proposed. So the proposed mitigation includes reconfiguration of what we call the travel lane with new lane striping and signalization. The project was designed by a registered and licensed traffic engineer in our office. Relatively low-cost project, at approximately \$200,000. And again, it addresses the impact of the Northwest remand zoning specifically. So currently our existing the chart on the left, the I-405 ramp consists of one left turn lane and U-turn lane that's combined, two through lanes all the way straight into Vaughn and one channelized right-turn lane. And then the preliminary analysis found the ramp could be reconfigured to mitigate for congestion to the proposed lane configuration. And the basic change is that there's now one U-turn only lane, one left turn lane, one through lane, and we still maintain the right channelized lane. So what this does is helps isolate the traffic into four distinct traffic movements which only allows one through travel lane on to Vaughn through to Vaughn rather than two that no longer need to merge together. So again this, reconfiguration would allow the intersection to operate on a level of service E or better and meeting our mobility standards for the facility. So one thing we've heard --

Saltzman: One question off the map, I take that 23rd Avenue a lot, and get on the I-405, and when you make a right turn going -- you're heading north on 23rd to get on to 405, and you're in the right lane, there's a sign that says no turn on red. You cannot -- why is that?

June 10, 2010

Duke: I do not know. I would assume some sort of safety issue. But I'm not sure.

Saltzman: It's with all the other --

Fish: With all the other traffic management it's often a fairly long time before you can make the right. And I -- maybe I'm missing the safety issue, but it looks to me like there's the potential for a safe right turn to get on that freeway from time to time. I would just be curious.

Fritz: It would depend whether anyone is making a u-turn off the freeway?

Duke: That's what I'm wondering too. I can look into that and find that out.

Saltzman: Isn't one of the problems eastbound traffic on vaughn? And then I'm curious how this proposed changes addresses that. Am I wrong? Is eastbound vaughn not the problem? Or will not be the problem in future --

Duke: Related to this particular analysis, it's just the westbound traffic. I'm sorry --

Saltzman: We're talking about zone changes happening up vaughn street. Won't that produce more traffic eastbound on vaughn? As well as westbound perhaps?

Duke: I'm just thinking for a second. I think there's more congestion. This particular project helps solve that congestion. As it relates going west.

Saltzman: Going west.

Duke: Right.

Saltzman: Does that mean our analysis of the failure of the intersection by whatever year you said -
-

Duke: As it relates -- .

Fritz: The only failure was that particular lane?

Adams: In order for us to comply with the remand, there has to be -- we have to foresee mitigation. We have to have mitigation, a path towards mitigation on the books. And the immediate mitigation, so the thin edge of the wedge of the problem is the westbound traffic on vaughn. Over time, we have to phase in other improvements, but for immediately in order to comply you have to show some reasonable efforts at a median improvement and then over time for us to stay in compliance we'll have to do other improvements as well, as the zone -- as the traffic from the potential upzone is actually shows up.

Duke: I would agree with that, yes.

Fritz: I thought there was also a concern about the traffic turning on to 23rd and the --

Adams: That's that stripe.

Fritz: I know, but once you get on to 23rd, it completely backs up. There was a concern about upzoning to the west of 23rd, adding to that congestion.

Zehnder: But the analysis -- the level of congestion goes up. But it still stays within acceptable limits. But there is an increase in congestion, but it didn't cross over the line to become unacceptable by tsp standards.

Fritz: According -- maybe you'll get to this about the air quality, that was the other concern in addition to the traffic sitting there with the traffic sitting there was worse than the air -- would worsen the air quality s that addressed?

Zehnder: No. Luba remand was on two specific issues. One was the street classification of vaughn, and one was the performance of the intersection. So that we were really able to readdress with this particular action were those two items, and that's the traffic analysis, why the traffic analysis was undertaken.

Fritz: Thank you.

Duke: Thank you. So in the ordinance that you have and the implementation, we heard from the community concerns about when the project would be constructed. At the same time, we don't want to build a project that may not be needed in development doesn't occur at the pace and the model that it implies. So therefore the ordinance that you received, the blue one, the revised one, has directive b through d that directs the bureau of transportation to revise an existing tsp project that

June 10, 2010

we already have in the tsp that is sort after larger place holder project for this intersection similar to what the mayor was saying in terms of other work that we'll need to do to address congestion for the whole area, not just the part of the remand. We'll also try to include the -- we will include the mitigation project as a priority project in that description of the project. We're going to revise our refinement and studies chapter which is chapter four, and to try to do this initial work in 2015, that's the earliest year when we project the congestion may occur. And then every five years after that until the congestion levels are below standard, and at that point we'd add it to the cip. We're trying to not build something before we need to build it but we want to make sure that we build it at the right time and to analyze that intersection again. That's all I have at the moment.

Adams: Other discussion from council? We have testimony. Thank you. Sue, do you want to call those that have signed up? Welcome back. Glad you're here. You just need to give us your name, if you're a lobbyist for any entity, public or private nonprofit or otherwise, and you'll have three minutes and the clock in front of you will help count that time down. Mr. Bradley.

John Bradley: Good afternoon. My name is John Bradley, 2350 Northwest Johnson, I'm here today to speak on behalf of the NWDA, the planning committee and its transportation committee. We're pleased to support the readopted zone changes north of Petty Grove under the current IG 1 zoning to EXD as well as the proposed change on Thurman and 23rd from CS to EXD. It will facilitate an orderly change from an underutilized portion of the neighborhood to a new vibrant area, a small businesses shops, and housing. We are also very pleased to support the master plan provision for Mat Jeremy Otten of the CNF properties. This ordinance is a good compromise that will allow CNF to develop some of their holdings right away while keeping together their core properties to allow for the type of in-depth planning now underway in the Slabtown project. The last part of the ordinance before you today concerns a comp plan amendment for the north of Vaughn, changing its designation from IS to ME. Our concerns here are still traffic along Vaughn, specifically the intersection of 23rd, Vaughn, and I-405. While a new traffic study shows this intersection to barely be within LOS parameters, and that the contemplated mitigation strategies will work, we have questions on some of the assumptions used to generate it and note the less than perfect predicted powers of such a study. Joe and his team have done a good job of placing additional traffic studies and CIP safeguards into the ordinance, but we still feel uneasy and I hope this intersection will not become a bottleneck and will at some point in time become the gateway to the northwest area called out for in the district plan. Part of the readoption of this southern half of the district plan was a resolution from this council outline something minor tweaks to the plan. Specifically another look at parking in our area, the reinstatement of type 3 design review, green street design guidelines, and encouragement for our Slabtown effort. I am happy to say that the parking study is progressing under the mayor's leadership, the type three reinstatement as a type 3 will be coming before you soon under recap 5, and it's for the rest, I will turn it over to Ron, chair of Slabtown committee.

Ron Walters: Good afternoon. My name is Ron Walters I live at 2057 Northwest Overton Street. I'm a member of the Northwest Association Board of Directors and as John said, the cochair of the Slabtown committee. I'm testifying today on behalf of the planning committee. My testimony will focus on the progress of the community-driven Slabtown planning project and green streets, both CHF are referenced in the October 2009 remand resolution. First I'd like to thank the mayor and city council, staff, members of the city agencies and even Conway for working together with NWDA in an open and collaborative way to readopt the Northwest District Plan. We are pleased that a compromise was reached on the master plan provision which will incorporate the city's -- the community's ideas and preferences which are emerging from the Slabtown project. As part of my testimony, I submitted -- submitted several slides that summarize the results of the survey conducted earlier this year. It can be passed out if necessary, but very briefly, you will see the top five considerations for development of the Slabtown area as listed by the community were number one parks, squares, and public spaces, two, pedestrian and bike friendliness, three, building height

June 10, 2010

and neighborhood density, fourth was mass transit, and finally, environmental sustainability. Note the three of these priorities relate directly to transportation. Through the process we're learning the community is interested in and concerned about a broad range of issues in northwest Portland, including transportation issues such as automobile congestion, and not just a 23rd and vaughn. Automobile and other air pollution, mass transit needs, parking, walkability, bike paths, biker and pedestrian safety, and green streets, just to name a few. These survey results combined with detailed in four well-attended community planning work says provides the basis for ongoing efforts to develop a vision and master plan concept for slabtown. Two additional public works -- workshops are planned for this summer. By october we expect to have the initial slabtown plan available for broader consideration by the city and other stakeholders. Finally regarding the green streets portion of the remand, unfortunately despite the best efforts of anarchists bureau of transportation, and bes, we feel no meaningful progress has been made to establish green street guidelines for northwest petty grove or other streets in northwest Portland. The -- we're spinning our wheels a little bit. We think we need a new approach. The planning committee feels the project may better be treated as planning issue rather than split between transportation and environmental issues. We think it would benefit from a single lead agency, namely bps and we would appreciate council's assistance helping move that forward. Thank you.

Adams: Just to clarify, it's on the list, but we haven't gotten to it yet. And it will be a while before we do.

Fritz: So the green street part was part of the remand?

Adams: No.

Walters: One of the five main items listed on the resolution.

Adams: It was not part of the remand. It's what we move forward as part of the resolution for extra credit.

Fritz: I see.

Adams: And we intoned get to it. We've prioritized green streets for a number of factors, including more basements are backing up with sewage, where we have the combined sewers, where we're having folks hurt and killed the most. So that's gruesome, but that's how we've prioritized. So it is on the list, we know it's a priority, we know we lack that kind of infrastructure and that part of town, so it is higher up on the list than it otherwise would be. It's probably a good six months before we'll get back to with sort of the time line moving forward.

Craig Boretz: First i've got to commend ron for his timeliness on the three minutes that. Was awfully good. I'll try to stick to the same, although sometimes it's difficult for me. My name is craig, i'm vice-president of corporate development for conway, the group formerly known as cnf. And i'm also on the -- a member of the slabtown committee along with ron and several other folks, which i'm pleased to do. First i'd like to say conway is very supportive of the readoption of the northwest district plan and the related amendments to it. So cheers to everybody in this room. But I want to give a big thanks to the planning bureau and especially joe and sandra for all their efforts and especially for working with all the stakeholders including conway, the northwest neighborhood association to put a package together that basically meets everybody's needs. And I think that's just excellent. Also, wish to thank the mayor's staff for helping to facilitate the process. Which I think went very well. And also want to thank these two gentlemen here, the northwest neighborhood association. John, ron, juliet for their efforts with respect to the remand, and especially for the slab town work that has been done so far. And finally, conway believes that the readoption of the northwest district plan and the master plan tool are important to ensure a vibrant, sustainable, successful future for this section of northwest. Allowing conway to pursue both short-term and long-term economically viable projects that are highly sustainable which provide economic development and much-needed job growth in a manner that's consistent with the vision of the northwest district plan. And I got extra time.

June 10, 2010

Adams: You do. Thank you. And thank you all. Next three?

Parsons: We have two more.

Adams: Welcome to the city council.

*****: Thank you.

Adams: We're glad you're here. We just need your first and last name and if you're a lobbyist representing anybody, who you are representing.

Carrie MacLaren: Good afternoon, mayor, members of the council. Carrie maclaren an attorney at black helterline, appearing on behalf of esco, who will do the bulk of the testifying. I'm here because this has been a long process, and mr. Thomas who is with me has not been involved the whole time. If there's a question, the council has that he's not able to answer, i'd be happy to pitch in. Thank you.

Adams: Welcome.

Kevin Thomas: Mayor Adams, commissioners, good afternoon. Kevin thomas, vice-president and general counsel for esco corporation. Forward e. 1650 northwest naito parkway, Portland, Oregon, 97209. I'm here today to support the proposed northwest district plan ordinance on behalf of esco. My testimony will briefly address the reasons for our support of this ordinance, and the reasons the ordinance is appropriate to achieve the city's comprehensive plan objectives. We've submitted written testimony that i'll summarize. Esco was founded in 1913 and today is a worldwide leading manufacturer of engineered products. We have more than 3500 employees total worldwide with more than 750 of them in Portland. Working both in our global headquarters and in manufacturing operations. We're proud of our historic connections with Portland. We're committed to the city, we've worked hard to minimize the impact of its industrial operations in neighboring areas. Nonetheless, challenges may interface between heavy industry and residential neighborhood must be addressed. We supported the 2003 ordinance and we support ordinance before the council today. They help to create a buffer to ensure the long-term health and vitality of the northwest district, and the industrial district. It also provides for job retention, the creation in the heart of Portland metropolitan region. Both of these objectives are consistent with the city's comprehensive plan goals encourage council designated target industries to locate, stay, and expand within the city, particularly in target areas. Like to note both metals industry is a target industry, and all the lake industrial sanctuary is such a target area. Facilitating targeted redevelopment within subdistrict b will help to achieve all of these objectives. The building type would be allowed to serve as a buffer between residents and industry, Can reflect noise, and increase flexibility as to the types of office and uses that may be located within subdistrict b beyond the current headquarters permitted today, could create locations for other businesses supported by esco, and other manufacturers in the sanctuary. This could help the -- sanctuary remain competitive and provide additional jobs. Esco recognize there's are transportation concerns in the area. This is why we continue to support the northwest transportation fund as one mechanism for funding improvements and the recommendations in the ordinance for the mitigation project and to undertake more refined studies in 2015. As long as the city addresses these issues proactively, we believe solutions can be found to ensure the transportation needs are addressed in a manner that supports neighborhood livability, existing business, freight mobility and future jobs growth. Finally it's worth remembering the concept of a transition area to protect the sanctuary is not new. Dates back to the city's adoption of the sanctuary in the 1970s. It's the development of the transition space over that time, the failure of that transition area, is why we believe the subdistrict b buffer is needed now. Why we're here today to ask you to adopt the proposed northwest district plan ordinance.

Adams: Good job on the time. Thank you. Thank you for your testimony. Unless someone has questions. All right. That concludes the testimony. Does council before the vote have any questions for staff? Any additional discussion? Sue, would you --

*****: [inaudible]

June 10, 2010

Adams: It's an ordinance, it moves to -- unless there are objections, it moves to second reading of vote next week. [gavel pounded] all right. And that's true for 861, so can you read that, please?

Item 861.

Adams: Is there anyone that wishes to testify in 861? That hasn't already? Unless there are objections, moves to a second reading next week. [gavel pounded] we are adjourned for the week.

At 2:41 p.m., Council adjourned.