



CITY OF
PORTLAND, OREGON

OFFICIAL
 MINUTES

A REGULAR MEETING OF THE COUNCIL OF THE CITY OF PORTLAND, OREGON WAS HELD THIS **11TH DAY OF DECEMBER, 2002** AT 9:30 A.M.

THOSE PRESENT WERE: Mayor Katz, Presiding; Commissioners Francesconi, Leonard, Saltzman and Sten, 5.

Commissioner Leonard arrived at 9:35 a.m.
 Commissioner Saltzman arrived at 10:17 a.m.

OFFICERS IN ATTENDANCE: Karla Moore-Love, Clerk of the Council; Harry Auerbach, Senior Deputy City Attorney; and Officer Michael Frome, Sergeant at Arms.

On a Y-4 roll call, the Consent Agenda was adopted.

COMMUNICATIONS	Disposition:
<p>1438 Request of Merrick Bonneau to address Council regarding status of settlement (Previous Agenda 1408)</p>	<p>RESCHEDULED TO DECEMBER 18, 2002 AT 9:30 AM</p>
<p>1439 Request of Tycian G. Bonneau to address Council regarding status of settlement (Previous Agenda 1409)</p>	<p>RESCHEDULED TO DECEMBER 18, 2002 AT 9:30 AM</p>
<p>1440 Request of Watchman to address Council regarding Title 14 permission to sleep on sidewalks (Communications)</p>	<p>PLACED ON FILE</p>
TIME CERTAINS	
<p>*1441 TIME CERTAIN: 9:30 AM – Create the Portland Streetcar Phase 3 Project Local Improvement District to assist in funding the capital cost of the project (Introduced by Commissioner Francesconi; Hearing; Ordinance; C-10002) (Y-4)</p>	<p>177122</p>
<p>1442 TIME CERTAIN: 10:00 AM – Adopt the Burnside Transportation and Urban Design Plan (Resolution introduced by Commissioner Francesconi) Motion to accept amendment on bus service on transportation and the streetscape design: Moved by Commissioner Francesconi and seconded by Commissioner Saltzman. (Y-5)</p>	<p>36114 AS AMENDED</p>

<p>*1443 TIME CERTAIN: 11:00 AM – Adopt the Fall FY 2002-03 supplemental budget in the amount of \$40,172,567 and make budget adjustments in various funds (Ordinance introduced by Mayor Katz) (Y-5)</p>	<p>177126</p>
<p>CONSENT AGENDA – NO DISCUSSION</p>	
<p>1444 Statement of cash and investments October 24 through November 20, 2002 (Report; Treasurer) (Y-4)</p>	<p>PLACED ON FILE</p>
<p>Mayor Vera Katz</p>	
<p>*1445 Pay claim of Sonya McPherson (Ordinance) (Y-4)</p>	<p>177104</p>
<p>*1446 Pay claim of James Justice (Ordinance) (Y-4)</p>	<p>177105</p>
<p>*1447 Pay claim of Sondra Broughton (Ordinance) (Y-4)</p>	<p>177106</p>
<p>*1448 Authorize contract with ARM Tech for Risk Management consulting services (Ordinance) (Y-4)</p>	<p>177107</p>
<p>*1449 Create a new Nonrepresented classification of Emergency Communication Training and Development Officer and establish a new rate for the class (Ordinance) (Y-4)</p>	<p>177108</p>
<p>*1450 Create one Building/Landscape Designer I position in the Bureau of Parks and Recreation (Ordinance) (Y-4)</p>	<p>177109</p>
<p>*1451 Increase the minimum pay rate of five seasonal classifications and authorize increases to minimum pay rates of classifications to meet mandates of state or federal minimum wage requirements (Ordinance) (Y-4)</p>	<p>177110</p>
<p>*1452 Authorize agreement with Oregon Department of Transportation to allow an emergency preemption signal installation at Sandy Boulevard at M.P.3.0 (Ordinance) (Y-4)</p>	<p>177111</p>
<p>1453 Grant a ten-year property tax exemption to Prendergast Associates for new multiple-unit housing on the block bounded by NW 9th and 10th Avenues, NW Lovejoy Street, and the Kearney walkway (Ordinance)</p>	<p>PASSED TO SECOND READING DECEMBER 18, 2002 AT 9:30 AM</p>

Commissioner Randy Leonard		
<p>*1454 Authorize Intergovernmental Agreement with Multnomah County in the amount of \$69,252 for FY 2002/2003 for community services by North Portland Neighborhood Services for the Latino Network Caring Community and the Caring Community of North Portland (Ordinance)</p> <p>(Y-4)</p>		177112
Commissioner Dan Saltzman		
<p>1455 Accept completion of the Alder Basin Relief and Reconstruction, Phase 3, Unit 2, Project No. 6070 and authorize final payment to Moore Excavation, Inc. (Report; Contract No. 33481)</p> <p>(Y-4)</p>		ACCEPTED
<p>*1456 Authorize agreement for work on and under property owned by Portland Terminal Railroad Company for the West Side Combined Sewer Overflow Project, Project No. 6680 (Ordinance)</p> <p>(Y-4)</p>		177113
<p>*1457 Authorize a stormwater demonstration project agreement with Multnomah County for implementation of an ecoroof project (Ordinance)</p> <p>(Y-4)</p>		177114
<p>*1458 Extend term and appropriate funding for contract with Tetra Tech/CMI, Inc. to supply qualified construction management, inspection and project support personnel (Ordinance; amend Contract No. 33996)</p> <p>(Y-4)</p>		177115
<p>*1459 Extend term and appropriate funding for contract with CMTS, Inc. to supply qualified construction management, inspection and project support personnel (Ordinance; amend Contract No. 33997)</p> <p>(Y-4)</p>		177116
Commissioner Erik Sten		
<p>*1460 Authorize application to the Environmental Protection Agency for a grant in the amount of \$200,000 to undertake environmental assessments and administration (Ordinance)</p> <p>(Y-4)</p>		177117
<p>*1461 Agreement with City of Gresham for \$968,102 for the City of Gresham's HOME Investment Partnership Program and provide for payment (Ordinance)</p> <p>(Y-4)</p>		177118
<p>*1462 Authorize Intergovernmental Agreement with the Portland Development Commission and the Housing Authority of Portland for \$40,000 to support the position of Special Assistant for Housing Policy, and receive payment (Ordinance)</p> <p>(Y-4)</p>		177119

<p>*1463 Apply for a \$12,854 grant from the American Association of Occupational Health Nurses Foundation for Portland Fire and Rescue (Ordinance) (Y-4)</p>	<p>177120</p>
<p>City Auditor Gary Blackmer</p>	
<p>*1464 Amend contract with KPMG LLP for financial audit and other professional services for FY 2001-2002 and provide for payment (Ordinance; amend Contract No. 34307) (Y-4)</p>	<p>177121</p>
<p>REGULAR AGENDA</p> <p>Mayor Vera Katz</p>	
<p>*1465 Authorize agreement with Motorola to upgrade the public safety radio system (Ordinance) (Y-4)</p>	<p>177123</p>
<p>Commissioner Jim Francesconi</p>	
<p>1466 Transfer responsibilities for local improvement districts from City Auditor to Local Improvement District Administrator, implement an improved and redesigned local improvement district process, and provide additional options to maintain unimproved streets (Second Reading Agenda 1363; amend Title 17) (Y-4)</p>	<p>177124</p>
<p>Commissioner Dan Saltzman</p>	
<p>1467 Contract with Multnomah County, Division of Community Programs and Partnerships for \$109,000 to provide services for the Block-By-Block Weatherization Program (Second Reading Agenda 1430) (Y-4)</p>	<p>177125</p>
<p>Commissioner Erik Sten</p>	
<p>1468 Appoint Commissioner of Public Affairs as Council's Representative to five-person Children's Initiative Oversight Committee (Resolution) Motion to accept amendment to hold open the option of five and come back to Council in four weeks: Moved by Commissioner Francesconi and seconded by Mayor Katz after passing the gavel to the President of the Council, Commissioner Saltzman. (Y-2; N-3, Leonard, Saltzman and Sten, motion fails) (Y-3; N-2, Francesconi and Katz)</p>	<p>36115</p>

At 12:22 p.m., Council recessed.

A RECESSED MEETING OF THE COUNCIL OF THE CITY OF PORTLAND, OREGON WAS HELD THIS 11TH DAY OF DECEMBER, 2002 AT 2:00 P.M.

THOSE PRESENT WERE: Mayor Katz, Presiding; Commissioners Leonard and Saltzman, 3.

Commissioner Francesconi and Sten were excused.

OFFICERS IN ATTENDANCE: Karla Moore-Love, Clerk of the Council; Frank Hudson, Deputy City Attorney; and Officer Curtis Chinn, Sergeant at Arms.

<p>1469 TIME CERTAIN: 2:00 PM - Direct the Bureau of Planning to extend demolition review to more historic resources and create incentives that promote historic preservation (Resolution introduced by Mayor Katz; continued from May 29, 2002 per Resolution No. 36076)</p>	<p>Disposition:</p> <p>CONTINUED TO JANUARY 15, 2003 AT 6:00 PM</p>
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At 2:01 p.m., Council adjourned.

GARY BLACKMER
Auditor of the City of Portland

By Karla Moore-Love
Clerk of the Council

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

Closed Caption Transcript of Portland City Council Meeting

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

Key: ***** means unidentified speaker.

Francesconi: Here. **Sten:** Present.

Katz: Present. Commissioner Saltzman is excused until 10:00. All right. 1438.

Item 1438.

Moore: He has rescheduled.

Katz: 1439.

Item 1439.

Moore: He has rescheduled to next week.

Katz: 1440.

Item 1440.

Katz: Mr. Watchman, do you want to come up, please? You have three minutes.

Katz: Do you want to identify yourself for the record first?

Watchman: Watchman, 707 northwest everett. I'd like to just say that, that the bible says we are supposed to, to open wide our hands to the poor, and i'd like us to think that for three minutes. Thank you very much.

Katz: Thank you for making us think about that. I appreciate it. Consent agenda. Any items to be pulled off the consent agenda? Anybody in the audience wanting to pull off the consent agenda? Roll call on consent agenda.

Francesconi: Aye **Leonard:** Aye. **Sten:** Aye.

Katz: Mayor votes aye. All right. Time certain. 1441.

Item 1441.

Katz: Commissioner Francesconi.

Francesconi: Well, the streetcar board and pdot, through vickie, have been working systematically to have followed the council direction to get this to river place and set the stage for macadam as quickly as possible. But also, to get some resources from the private -- from the property owners who will benefit from this. So this -- we are here as part of the strategy we have already approved to get the b.i.d. in place. I would like to acknowledge ahead of time the work of roger shields and the leadership of mike powell and others from the streetcar board, which I have now had the privilege of being on, which is terrific. Vickie.

Vicky Diede: Thank you. For the Portland streetcar phase three lid, we received one remonstrance from a property that has 1600 square feet out of a total of 2.4 million square feet in the district, and whose estimated assessment is 237 out of a total of \$3 million for the entire district. The specific remonstrance had to do with the fact that the property owner believed that not enough people ride the streetcar to justify an expansion and it is a waste of resources. On the ridership issue, the ridership in our first year of operations from july 20th when we began until june 30th of the next year, we carried about \$1.366,000 people. During the current fiscal year our projections are that we willing well over \$1.5 million. And of course the phase three project will have -- has huge ridership potential with the apartments along harrison and near harrison, as well as the businesses there, as well. , and of course, the development in riverplace, both the existing and the new development that is planned there. So we believe that the ridership shows there is a good reason to expand to riverplace. And of course, on the project we continued to reflect a design that we think is pretty simple and that minimizes construction impacts. The recommendation to council is that you override the remonstrance and pass the time and manner ordinance to form the district.

Katz: Thank you, vickie. Questions of vickie? All right. Let's open it up to public testimony.

Moore: Nobody signed up for this one.

Katz: Nobody signed up? Okay. I will take -- I need a motion --

Francesconi: I guess I will move that we overrule the remonstrance and approve the formation of the bid.

Katz: Do I hear a second?

Sten: Second.

Katz: Roll call.

Francesconi: This is -- this has been a good investment, the bid fund, for the local property owners. There's estimates that the property values around the streetcar has gone up as much as 40%. That's part of the reason that the east side wants it. So, this is a good thing for the property owners, as well as the city. A second point to make -- that the staff and roger have spent a whole lot of time in individual meetings with the property owners explaining not only the benefits but the construction schedule and how it's all going to work, and that's why there's only been 237 worth of remonstrances on a very expensive overrule large total. So, we need to proceed. We are moving in the right course, and this is not only a land development policy, but it's also a circulator transportation system, and you will be hearing more about that in the future. Aye.

Leonard: Aye.

Sten: It's a big step forward, aye.

Katz: Mayor votes aye. All right. 14 -- oh. Do we have everybody -- no, we better wait. Let's get to the regular agenda then. See if we can move ahead. Is anybody here from the office of finance and management on the motorola? Anybody here -- you are here? All right. Come on up. Let's read 1465.

Item 1465.

Mark Gray: Good morning, mark gray with the bureau of communications and networking and I am here to discuss the proposal for motorola to update our smart zone radio system to a more current version. As you may know, we have been working with motorola for some time to develop a migration plan for our radio system as it, as it progresses in its life cycle. We found that our system currently is toward the end of its supported life cycle when you look at the version that it's running. Motorola has presented us with a proposal that will bring our system up to a newer and more supportable release. It replaces some of the labor intensive equipment that's in our network. It's equipment that we have to consistently go back and perform maintenance on in order to keep the voice quality up on the network as well as replacing software with more current versions that motorola has expertise in maintaining. This proposal came with some incentives to complete the contract prior to december 27th and these discounts and additional savings from convincing motorola to let us use internal labor for many of the things that they would outsource to communications companies in the area. To be well over a million dollars in total savings. The project can be funded by the existing communications and networking budget and funding that was made available via the public safety radio enhancement project. If you have any other questions, I would be happy to answer them.

Katz: Questions?

Leonard: Do you get input from boec and the users before you make decisions like this?

Gray: Yes, we do.

Leonard: How does that happen?

Gray: We attend the boec user board meeting consistently and we interact with the, the leadership and the, the computer-aided dispatch individuals with boec on a regular basis. This particular upgrade does not add functionality to the system. It's increasing the supportability. It doesn't change the way the system is going to function nor -- it's just make it go so that we can insure that it's supportable

Leonard: I see, thank you.

Katz: Further questions? Anybody want to testify on this item? Anybody signed up? No? Thank you. All right. Roll call.

Francesconi: Thank you for your work on this. This is this, has actually been a very important public safety issue for a long time, so we appreciate you working with motorola and we appreciate motorola taking us seriously. Aye.

Francesconi: I want to thank the auditor for working with us but I really want to thank pdot and the neighbors for being patient as we redesign this process. Now we have to figure out a funding source to lower the fees as part of the redesign process if we really want to develop sidewalks and streets in southwest and outer east Portland but this sets the stage and this will help us a great deal. Aye.

Leonard: Aye. **Sten:** Aye.

Katz: Mayor votes aye. 1466.

Item 1466.

Katz: Roll call.

Francesconi: You are getting ahead of yourself. You are getting rid of me already. [laughter]

Francesconi: Aye. **Leonard:** Aye. **Sten:** Aye.

Katz: Mayor votes aye.

Katz: I am thinking about changing, having a constant change in roll call, otherwise you get, you get all the burden placed on you first.

Leonard: That's the way they do it in salem, as you know.

Francesconi: I didn't like it at first but I like it now. [laughter]

Sten: I like my position, so.

Katz: This is the way we have always done it. We have got to take the button out. Not: Actually, I did do a little research and the code clearly says that if it's not written in the code and the code is silent, we follow robert's rules of order and for robert's rules of order, there has to be a suspension of the rules to allow for a rotation. So we can talk about it. It's not the most critical issue that we, we are deal with but it's one that might be of interest as we, we change the presidency of the council. All right.

Francesconi: Do you ever sleep? [laughter]

Francesconi: Sorry.

Katz: That's personal question and I will not answer that. All right. We have 15 minutes.

Francesconi: Can we do --

Katz: Just a minute. Which one? No, that's --

Francesconi: Maybe we could start the transportation.

Katz: It's up to you. We have got about 15 minutes. Do you have your staff here?

Francesconi: Yeah.

Katz: Let's start it and then what we will do is we will -- we won't -- we won't -- it's a resolution. We won't adopt the resolution until time certain just in case there's anybody that wants to come and testify. I want to make sure that we keep things open for the public. I'm sorry, we're at 1442. All right, let's read 1442.

Item 1442.

Katz: Before I turn it over to commissioner Francesconi, this is a joint project between the Portland office of transportation, Portland development commission. Let me say when I came to Portland many years ago, burnside was a boulevard it, wasn't grand but it was near grand. It had shops that were alive. It had streetcars. It had sidewalks wide enough for pedestrians to walk on and feel safe. And we cap it later to the automobile and made a decision to, to widen the arterial, narrow the sidewalks. We didn't do much for the businesses along burnside. In fact, many of them disappeared. And we had an experiment -- was it this winter? Help me out. Where we, because of an infrastructure, sewer project, we had to close off burnside and reroute the traffic. Transportation did an incredible job during that time, and we were able to manage traffic. It was a little

inconvenient, but people got used to it, and this project became really a reality because it looked like we actually could make some major changes to burnside and try to address some of the barriers and make burnside a grand boulevard again, which was the vision for the city. Having said that now let me transfer over to commissioner Francesconi.

Francesconi: I am going to be brief, mayor, and you did a nice job, especially with the focus on current status where, where burnside is a barrier so, because of the work with the businesses along burnside, because of the work with the neighbors there, because of the good work by pdot led by bill hoffman, and the terrific work of lloyd lindley, you are going to hear, we are trying to remove the barrier and have it connect southwest Portland to northwest Portland. And to connect the businesses to the pedestrians and to potential customers, but also to can he get the east side with the west side. We just talked about the streetcar eventually, which will be a connector. We have the trail and the esplanade but burnside could connect not only north and south, but east and west across the river. And we are going to make this an italian boulevard, aren't we, too, and so this is going to be in the grand tradition of other cities by the time we are done with it. The last thing I want to say by way of, on a serious note here is that you did this in a very inclusive way, so this could have been very divisive and there were elements that could have divided the community. But because of the ability to listen, I think we have come with the plan that, that has a lot of support and yet is bold, so sometimes we weaken our projects for the sake of consensus and then in the end, we don't -- they don't get us where we need to be. Because of the good work done here, I don't feel that that's the case. Bill.

Bill Hoffman, Office of Transportation: Thank you very much. Mayor Katz, members of the commission, what we are going to do is take you through a, a little presentation of the project just to give you an overview of the project, and let me just say that I am bill hoffman, transportation --

Katz: That would be nice, yes.

Hoffman: And with me is lloyd lindley, our urban designer. And lloyd and I will share the presentations this morning. I might also point out that we are running a little early. I do know that a number of members of our stake holder committee are planning on coming here to testify and will probably be coming in as the presentation is going on. Before, before I begin the presentation, I just would like to acknowledge this was done as part of the team, and we really could have -- couldn't have done it without good teamwork. Lloyd lindley was our lead urban designer. Summer sharp, pair metrics, helped us with public process. Rob burnstein was our traffic engineer. Rick helped us with architecture and jay lyman with david evans and associates took the lead in the engineering. We also had a number of people from pdot who were instrumental in this project. Chief among them probably is doug column, our traffic engineer, and helped us figure out creative solutions. Lynn wygan who helped us, as well as april and jean were all very important members of our team. So, with that, I think we could start the presentation.

Katz: Go ahead. And thank you for our little gift. Very nice.

Hoffman: The other part of the equation, I just acknowledge the participation from our, our team members but truly, this was a public process and we had a, a, just an excellent stake holder advisory committee. We had representatives from all of the neighborhoods that were adjacent to burnside both on the east and west within our project area. We had representatives from the various business associations sitting at the table, and then we had members at large representing some of the larger property owners and businesses along the street. So, in many ways the process that we went through was a, a very, very large public negotiation process, that there were a number of issues on the table and these were discussed and analyzed. Staff would bring information to the table for consideration, and the decisions would get made. The work of the stake holder committee was supported by a number of public meetings that took place both on the east side and the west side during the course of the project. And at the same time it worked with the technical committee, city staff people from various agencies that helped us throughout the course to insure that what we came up with would work and would be viable. One of the first things that our stakeholder advisory

committee did was develop a vision statement for the area and I just say that the overriding goal was to humanize burnside. I think that mayor Katz, you know, really stated it well in the introductory comments that burnside is no longer a humane place to be. It really doesn't work for pedestrians. It doesn't work for transit users, and frankly it, doesn't work very well for vehicles, either, and it, it has a tendency to divide neighbors rather than join them. And so when we approach the project, we said our over, our overarching goal is to humanize the street. The question might come up, why a plan for burnside in the first place? What got us started along this route? The -- probably the thing that motivated us initially was that large sections of burnside need to be rebuilt. The pavement is failing, and over the years, the investment of repairing potholes just becomes excessive and there is a need to rebuild the street, and, and burnside is in that condition right now. The question then came up, if you are going to rebuild the street, is there a way to make it better for the people who use, who use the street in the neighborhoods adjacent, and that was really the, was what initiated the project initially. We went out and met with our stakeholders. We met with the community. We reviewed all the various plans that have been done for the neighborhoods adjacent to burnside, and here are a couple of the big points that, that come out pretty much wherever you look. Eliminate burnside as a barrier. Burnside divided neighborhoods to the north and the south. It's physically imposing to cross. It's intimidating to be on.

Katz: You can't cross.

Hoffman: You can't cross it. The, to enhance the character of burnside, many, many properties along burnside are, are run down or in need of, of rehabilitation, and so the question was, what could we do to enhance, to, to improve the streetscape in a way that might translate to improving the, the buildings, the uses along the street. Improve vehicle access parking and circulation. Burnside is really different -- difficult to negotiate primarily because of the restricted left-hand turn movements. Burnside also because all the lanes have been dedicated to vehicle flow doesn't have parking, which compromises the vitality of the businesses adjacent. Because of the limited left-hand turn movements, it creates sort of an added direction travel to get where you want to go. We also heard from just about everyone if there's any way to improve sandy and burnside, please do it. 12th sandy burnside is one of the most dangerous intersections in the -- in the city, in the city of Portland. It was -- at one point the willamette pedestrian coalition --

Katz: One second. What is the problem? You have your hand up, sir. What is the problem? [inaudible]

Katz: Okay. All right. I will give you an opportunity to testify after, after the presentation, so sit tight and we will open it up to public testimony in a few minutes. For those who came in at the appropriate time, we started a little earlier but we weren't going to vote on it until everybody that wanted to testify or involved was going to be here. So we will vote on it after 11:00, but I thought that we would start with the presentation.

Hoffman: Just to finish up 12th sandy burnside, I wanted to point out that several years ago the willamette pedestrian coalition did a, a kind of a competition, worst crossings for pedestrians and 12th sandy burnside was right at the top of that list. Enhance the livability of, of burnside. Really, burnside has extremely narrow sidewalks, lack of street trees. If you look at burnside, people walk there. It's just a very unpleasant place to walk. It's -- burnside is, at the center of one of the highest concentrations of, of residential use in the whole state, and yet the street, itself, doesn't support it, is not supportive of those users. So, there's really a need to -- and a cry to address that. The next part of the presentation is to go through the elements of the plan, and lloyd lindley is going to lead us through that.

Lloyd Lindley, Planner: Thanks, bill. Madam mayor, commissioners. Council members. It's a pleasure to be here today, to be able to present to you such an incredible project. It's one of the biggest in my entire career and it was an honor to, to be able to serve the city and be able to work on the project and work with all the stakeholders and everyone that bill talked about. The -- this project is, is really about opportunities, and there are tremendous number of opportunities in this

plan and they all point towards humanizing burnside and what I am going to talk about are three pieces of the plan. I can't talk about all of the stuff that's in it. And those include the concept plan and its key elements. The catalyst development areas and a couple of the, the special places that are -- that come out of the plan. The concept plan really evolved out of blending development opportunities and transportation work and in the small plan below, what you see are orange spots, and those are redevelopment opportunities. You can see that there are quite a few of them. What happened as we started to look at development opportunities and transportation, we looked at a number of alternatives and found that if we expand the oneway cuplet, we could almost meet all of the objectives and all of the issues that bill just described. And if we look at the above plan, I don't have an arrow. Oh, yeah, there it is. If you are coming westbound on sandy, you would move onto couch at 14th in east Portland. And run along on couch and two lanes of traffic, onstreet parking on both sides. 12-foot sidewalks. And transition into, back into burnside at the burnside bridge on 3rd avenue. Each intersection would have a signal and the street would operate very similar to a downtown city street in terms of how the traffic would move and its flow. Progressing across the burnside bridge, we would come to 2nd avenue and transition there back over to couch and run on couch in two lanes again onstreet parking is preserved, and 12-foot sidewalks. The same, virtually the same as it is today. And the character of that might look similar to what you see around the blocks right now. The transition back to burnside would occur at 15th avenue and westbound traffic would, would travel in two lanes westbound between 15th and 23rd. What we would do there is narrow those lanes and widen the sidewalks and we would be able to get a permanent furnishing zone and street trees all along that stretch. So, which is a big, a big component to changing the character of that part of the street. Eastbound burnside going from 23rd to 15th operates very much the way that westbound does and until you get to 15th where the street goes from its four-lane configuration now to two lanes, with full-time onstreet parking on both sides and that continues all the way to 4th avenue. At 4th avenue, it transitions out to three lanes with a left turn for second and on across the bridge. The burnside bridge has five lanes and we preserve that configuration. Arriving at mlk and burnside, it would then go to three lanes and continue on out to burnside. What this would do is now reconnect burnside as a traditional street all the way through the city and provide a transition over to sandy boulevard again at 14th avenue. The fundamental components of the plan bill described the issues at 12th sandy burnside. I think what happens in this plan is that we really unravel that knot in transportation and provide some redevelopment opportunities with regularizing all those intersections into cross intersections, and we would still have a little bit of work to do on sandy on the south side of burnside, but however, the intersections would work better for transit, pedestrians, and traffic and be signaled to better regulate the traffic flow. The link is leftover right-of-way that comes with putting the traffic on the south side of the median creating two lanes of traffic instead of six lanes of traffic on burnside in central burnside. I will talk about that a little bit more later. The opportunities for the cuplet, I think I really just described those in the concept. The flanders bike boulevard is only a one-piece of comprehensive look. I have to compliment the office of transportation for really getting out of the box here on the bicycle network -- getting out of the box on the bicycle network in that we looked at the bicycle context and the bureau suggested flanders. We could create a bicycle facility that runs from the steel bridge to westover, with a small bike pedestrian link over 405, which would provide some architectural opportunities and also link to -- two very important neighborhoods in northwest Portland. And with the oneway system now, certain bicycles can operate on burnside and couch, much like bicycles circulate in downtown. We addressed a number of the other detailed signals and connect it along the way. Ankeny becomes an opportunity, I will talk about that, in terms of creating place in the center of the city. And then also a cap over i-405, and this is out of an extension study by the mayor some years ago about looking at cap be i-405 and I will talk about that in a little more detail. Catalyst projects, I am going to dwell on that a little bit coming up, but catalyst projects are projects similar to the brewery blocks where they begin to -- they are of the

magnitude where they stimulate development and redevelopment around them and then special places are things like the link at the north park blocks and the link along burnside. There are eight catalyst development locations. I-405, pge park, chinatown gate, ankeny square, east bank block 76 and 12th sandy burnside. I will talk about just a couple of them. 12th sandy burnside, with the reconfiguration of the street, we assembled two full city blocks, that's two acres and that provides us an opportunity to create a gateway to the central city, signature architectural development, kind of signature architectural element there at the very important intersection and really create a place out of right now, a place that is really dominated by asphalt and automobiles. I just to want mention block 76 because the pdc has spent a lot of time in this area developing a, a request for proposals for block 76 and working with the property owners around there to do development. And those orange areas represent the efforts of the pdc and we would continue to, to further that in this plan. Third and -- 3rd and 4th avenues, right in the center, a place where the street is at its widest, where there's probably the greatest amount of blight and they are underdeveloped properties. This provides an opportunity to create a catalyst development that could really change the character and the nature of burnside and downtown. Just taking all eight catalyst development sites and doing some very simple math, we came up with about \$a -- \$500 million in redevelopment potential and that doesn't count the french development stimulated by that future development or potential development. Special places, a couple of them -- one, ankeny fountain walk, redoing ankeny to make it a have ia - - very meaningful and wonderful place to link waterfront park and the efforts of the park bureau and their master plan. Say a market and saturday market, link that area all the way through u.s. Bank tower to, to the north park blocks where the north park blocks have a very complicated crossing today, but could be changed with this kind of linkage. The link I mentioned earlier, there's about, if you look at the little section up in the right hand corner, there's about 54 feet that would be left over from the reconfiguration of burnside and this would provide a number of opportunities that we are going to explore in more detail in the next phase of this project, if it's granted. And these are just some little sketches that show some of the potential could be for relocating the chinese gate in a more conspicuous location and reinvigorating the ground floor with the buildings vacant and so forth. The north park blocks really this configuration unscrambles the north park blocks. Right now it's divided by six lanes of traffic and the median and what we would be able to do is to find an envelope that would, that would really link the north and south parts of the city together, the mid town park blocks and the north park blocks, and then the i-405 cap is an idea that could benefit pge park by providing proximal parking, perhaps an active green play space on top that would meet the needs of the pearl and the northwest district and goose hollow, as well as active spaces on the ground floor. And with that, I would like to, to turn it back to bill.

Hoffman: This is a very ambitious plan and in many ways it, needs to be viewed as, as a vision for the future, something that we can work towards over time. Just to give you some idea of, of kind of how we might approach this -- the plan -- the project can be phased in segments and it can be phased over, over a sequence of steps to develop it. The first phase, the concept plan, of course, is what we are bringing to you today. Following this, there's a second phase, which is really developing, developing these ideas further. Planned development. What we have is very conceptual right now. There's still quite a bit of design work that's left before you can put a project like this in the ground. We would suggest that before doing any design work, we would first do jobs and housing strategy in a market analysis. We believe that with the catalyst projects, there's enormous potential to be realized by the investment but before we would make that investment, we would want to make sure that, that we could confirm that and that that was real. So, we would, we would see that as a, as an, as the next step. But following the, the planned development work, we would move on to preliminary engineering and then to phase construction. I really want to emphasize the, the importance of phase construction, that, that it's a very, very large project and it would need to happen, as I said, over, over time and in pieces. The funding for the project, the total cost is going to -- would range between 40 and \$50 million. The, the responsibility for that would

have to fall between federal funds and local funds. Federal funds would be primarily the federal transportation moneys. Local funds could be -- would be a combination of lid's, tax increment, perhaps a g.o. bond or general revenues. The general transportation revenues. I think that one thing we know for sure is that as pieces of the project move forward, they will have to move forward as, as, as partnerships, really, partnerships between various sources and various entities in the community. So with that we end our presentation. I know that there are a number of committee members who would like to testify and certainly staff and the consulting team stands ready to answer questions, if they are, if there are any.

Katz: Questions?

Francesconi: If I could ask one, only one, and it will get addressed, I know, by rick parker and some others in the audience but can you say more about what this could mean to the east side?

Hoffman: Yeah, I can. You know, the east side, the east side went through a process led by the Portland development commission a couple of years ago to look at -- this is, essentially, the entering side from sandy -- from 12th to the burnside bridge, and they went through a, a process of looking at what they would need to do to revitalize that area, and they came up with a number of recommendations for the public right-of-way. Among them, onstreet parking, full-time onstreet parking on burnside, unrestricted left turns on mlk grand and I believe 7th. And improving the 1st sandy burnside intersection. So, when we started this project, they pretty much handed us that list and said, look, if you are going to figure out burnside, this is what we would like you to address and this is what we would like to see coming out of the plan. And the plan actually provides all of those things so, we were successful on all those counts. During the course of the project, we worked very closely with the, the various -- with the various industrial representatives, worked with the businesses that were dependent on moving large trucks through the area, and we believe that, that we were able to satisfy their concerns about making improvement to say burnside and couch while at the same time containing the, the viability of that as an industrial and business area.

Katz: Okay. Karla.

Katz: Let me just, as a piggyback, if you recall we did a vision of the east side up to 12th, and so why don't you make sure that the council has that document, okay? From pdc? Okay. Go ahead.

Richard Harris, Executive Director, Central City Concern: Richard harris, executive director, central city concern. Member of the stakeholders' committee looking at the burnside concept. Central city concern was an agency created by Multnomah county and the city of Portland in 1979. At that time, our name was the burnside consortium, and we were really chartered to help cleanup burnside. We were founded as an agency to provide services to homeless people and public enebriates and provide housing, and that was the mission of the agency. We had been in business probably three years along with the burnside community council and the burnside projects and within about two years, all of us changed our names and we took burnside out of our name, and there was a reason for that, and the reason was that burnside has been stigmatized for probably the last 50 years or longer as a place where people didn't want to go. It was characterized as a place where bums lived or where -- it was a dangerous part of the city. To some degree or other we are dealing with that stigmatization. One of the benefits of dealing with the streetscape and the plan for how to improve that area is that we can remove that stigma and those barriers by a redesign and by looking at, at how the whole area can be redeveloped. So, in lower burnside, central city concerned, has seven properties affected by this plan, both on couch street and on burnside, and we also operate the hoover detox storm trackers which is on the east side, which is also, which would be affected by this plan. We fully support the concept as it is put forward here. We think that it removes the stigma, has potential to remove the stigma to reduce the barriers, certainly pedestrian access back north and south over burnside is important, but creating livable community in burnside for all people, elderly and low income people that live in that neighborhood, but also as a viable place to do business, we know that old town, chinatown and burnside have great potential and last month, we approved that plan and we, we look forward to that. So, we think that this is, perhaps,

the, the best vision for this street and fully support it. I just want to make one sort of personal comment about it. In the ten years that I managed the hoover detox center, we know that there were 12 individuals that lost their lives on burnside as pedestrian deaths, and this was, in some ways, due to the, the large volume that went over the street and the fact that we had people who were disabled, who had problems in the street. So, I think of it as a way to make this a safer place for everybody.

Katz: Thank you.

Howard Weiner, Chair, Old Town/China Town Neighborhood Association: My name is howard weiner, 210 northwest 6th. I come to speak today as chair of the old town chinatown neighborhood association. I'd like to thank the city council and i'd also like to welcome commissioner lenard. We're glad to have you up there and come on down to old town. We can use all the support that we can get. First of all, this process started about a year, year and a half ago. I'd like to commend bill hoffman and lloyd lindley for all of their hard work in bringing the stakeholders together. It started out as three different proposals. But soon the cuplet idea took on a life of its own. I, at first, like many questions -- questioned some of the aspects but warmed up to the idea very quickly. I am a long-time, life-time resident of Portland and burnside has been a stigma in my life, as well, when I went to high school, I was told if I did not mind my p's and q's, I would end up on the corner of 3rd and burnside. This is our opportunity to change the negative connotation to a positive connotation to, team burnside to bring old town and the rest of downtown as one, and our board enthusiastically supports this plan. I hope that you approve this plan and looking at the concepts and the vision of the future all that we have that we can do to really bring the city together in many ways. I would like to thank you very much for the time.

Paul Verhoeven, Director, Portland's Saturday Market: Paul verhoeven, executive director of Portland's saturday market, 108 west burnside. I served as a member of the citizen advisory group for this, and I really want to urge your support of this project. I can tell you going into this project it almost looked hopeless looking at a stretch from northwest 26th all the way to 12th and sandy on the east side and I looked at that and looked at all the different competing interests that were there, going to be fighting over this, and I really wanted to thank pdot, bill hoffman for leading us through this, and lloyd lindley for his designs that, that, you know, let us see what it really could be in the future and out this far whole process there was a lot of give and take but I don't think that there is anybody who got up and walked away from the table and I think that out of that, we have come up with a good plan that I urge you all to support. Thank you.

Katz: No, you go first.

*****: Mayor and commissioners, I am chair --

Katz: Identify yourself.

Patricia Gardiner, Pearl District Neighborhood Association: Sorry. Patricia gardiner, pearl district neighborhood association. It's been a long time.

Katz: It used to be goose hollow.

Gardiner: Used to be goose hollow. So, and I am now currently chair of the pearl district transportation and planning committee, and I am here to speak on behalf of the pearl and I think you are going to hear this word a lot, which is enthusiastic support, pearl district enthusiastically supports the plan. And as the mayor alluded, i've been part of a lot of large public planning processes, and I would definitely include this particular planning process as one of the, one of the very best. The, the team just absolutely did a superb job of reaching out to as many constituencies as possible. They really did a lot of work to make sure that everyone's voice was heard, and the main reason that this was one of the best processes is that, is that our team was tasked with a problem that seemed unsolvable, absolutely unsolvable. And the different options at the beginning seemed inconceivable, and but we ended up with a visionary scheme that was -- it's definitely going to make a huge difference to our entire city and most specifically, to my point of view, the pearl district. It affects both east side and west side. It breaks down the north/south barrier that burnside is today, and the connections between our neighborhoods will be dramatically better if the plan goes

forward, and you are going to see people walking on purpose on burnside, which you don't see today. Our neighborhood is looking forward to the second phase of the project so that we can work out the details, and our challenge to the city and to the council is to make it a reality sooner rather than later.

Michael Powell, Powell's Books: I am michael powell, powell's books. Served on the steering committee as a representative but I obviously had interests as a long-time property owner and tenant on burnside and business owner and a person who draws a certain number of people across burnside and into downtown. Burnside has long been a major issue in my life, and i, you know, fretted over the years, wondering another planning process always had burnside on the edge, but never as the center of focus. Finally we have it as the center of focus and it really is the last unplanned, undeveloped and major opportunity in downtown Portland, and I think that we have got a terrific plan. I want to emphasize one very small thing that wasn't mentioned, but in small details, often, are the success of progress. What we learned is that most of the people coming downtown or leaving downtown using burnside are not through-traffic people, they are wanting access to downtown. One of the barrier to say that has been inability to turn into the part of town you want. And one of the wonderful things about the solution is, is that we are offering you today is allows unlimited left turns, and those people who understand the difficulty of coming from the west side and trying to get into the pearl are coming from the east side and wanting to get into downtown instantly recognize that as terrific opportunity to improve the flow of traffic, open up business opportunities on both sides and just generally get the customer and the pedestrian to where they want to be, more efficient, and, and attractive manner. I will have to echo, I think we were all in this process and there was an odd feeling in our last meeting where we all didn't want it to end. This has been the most successful planning process I have ever been part of. You walked into that room and I saw bicycle advocates, neighborhood advocates. I saw business people. And I thought, this can't go anywhere. This is, you know, this is sort of the monger of this period of time that all these interests have now become so entrenched that they will never agree to cooperate on anything. And the truth of the matter was, this was a group that from day one, really wanted to see a healthy solution from burnside and I think that crafted a terrifically exciting plan. I am only sorry it's going to take this long to implement it as it apparently it. We are eager to see it happen soon. Thank you very much. I urge your support of it.

Katz: So now we are called the united republic of Portland. [laughter]

*******:** There you go.

Bruce Speidel, Portland Business Alliance: Madam mayor and commissioner, I am bruce, and I represent the Portland business alliance. As a member of the stakeholders' committee, my interest was really in watching the transportation issues, frankly, the Portland business alliance is very concerned about the accessibility of downtown and keeping the community there vital and dynamic. And we didn't just want to see a, a, an attractive, he is thetic plan. We wanted to see something that -- aesthetic plan, we wanted to see something that maintained the flow, the capacity of transportation into the area, and through the area, and throughout this process, that, that was always on the table and I just am here to say that I think that, that we have done a good job at making sure that burnside still serves the city and that business, and the business community and not only from a transportation aspect but also just creating a dynamic energy for the business community and so the Portland business alliance is very much in support of the concept and we look forward to the planning process to go on. Thank you.

Katz: I didn't see you, denise, so you make sure we get the central east side plan for burnside, as well. Okay. Who wants to start? Go ahead.

Gary Reddick, Sienna Architecture Co.: Okay. Mayor Katz, commissioners, my name is gary reddick. Architect with Sienna architecture company. 411 southwest 6th avenue, Portland. I am going to be brief because you are going to hear from jim representing four square church, who at 12th and sandy are sitting on a very strategic piece of property, maybe the largest contiguous

affected landowner in the whole burnside plan. And have worked closely with lloyd and his group over the better part of a year and as you will hear, and I won't steel jim's thunder, but are very supportive. We have been working with them for yourself to redevelop their property. And as you all know by the time line four years ago, this plan wasn't anywhere on the radar screen. When it got on the radar screen about a year ago, we joked that maybe there was some sort of define intervention involved here, but it's one of those moments to make a very bold, bold historic move. You are hearing very strong support for it. The -- you are hearing from individual landowners and I will just say that in summing up the, the thing that this plan does for me is it's a uniter getting rid of a divider, both east and west and north and south locally for communities, we talk a lot about how to connect the east side to the west side. This does it better than anything that I can think of.

*****: Denise? Go ahead.

Denyse McGriff, Portland Development Commission: Yes, denyse mcgriff, Portland development commission, and like many of the other people here testifying, I also participated on the stakeholder advisory committee on the technical advisory committee and just kind of all around with perform do the to get this process up and running. To just give you a bit of history, back in 1998, the commission and the property owners and business owners and other affected parties in the lower burnside area asked pdc to work with them to develop a strategy, redevelopment strategy plan, and we did that and in 1999, this council adopted that plan along with the pdc commission, which has allowed us to move forward with looking at redevelopment efforts. There was a whole laundry list in the back of that plan that said, here are the things you still need to do, and of course, number one and number two were transportation, transportation, and transportation. So what we did following up on that, we were able to join together with p to do on looking at a way to bring the east and west side of burnside together and I guess that I would like to put a plug for marty brantley, the chair of app and the chair of the commission at the time who said you really can't look at burnside in two pieces. You have to look at it together. And I think that pdot and pdc staffs all the opportunity to really make that work along with our colleagues in the planning bureau and parks bureau. What we then did was ask pdot to take a look at the issues that were addressed in the lower burnside redevelopment plan, how we could, we could overcome some of the transportation constraints and the urban design constraints and we were lucky to have lloyd, did working on both plans. Bill outlined what those challenges were and I will reiterate that. Left turns from burnside to mlk. Parking all the time from burnside, which was, which has been a problem for the merchants. A real implementable plan. We looked at that thing over and over again but I think that this is our best and last chance to fix that and to make that work. The other issue was signalization at some of the nonsignalized intersections on burnside. Again, I heard somebody else say left-hand turns. You couldn't turn left. And then the other things were with new businesses and storefront improvement grants being, being snapped up along burnside, our business owners and property owners said, can you do something to slow the traffic down? We want people to walk there. We want people to sit outside and eat lunch or dinner. We want to have some -- we want people to come down for the entertainment at the amago theater and go to the viscount ballroom so we think that this plan is the best case to do all of those things. We know it's going to cost a lot of money. We know it's going to take some time, but it's really step two in the process of the redevelopment of, of not only burnside but east burnside. And we urge your adoption of this plan. Thank you.

Katz: Thank you, denise.

Steven Karolyi, AIA, Urban Design Committee: Hi, I am steve corally, I am chair of the aia urban design committee, 315 southwest 4th. The committee was pleased to have both lloyd lindley and bill hoffman present this plan to us. Actually, twice on june 10th and again on november 18th. We applaud the city for undertaking this plan for recognizing the importance of burnside and the important role it and other streets play in not only connecting our city's neighborhoods, but also its people. I think that I am going to pass over what's been said already basically that, that the street and its present configuration is a barrier to pedestrian flow, that it impedes access to business and in

some ways it, retards business because of that. And I am going to move on. Basically, we support the, the cuplet concept it addresses those problems. We feel, however, that the greatest potential of the plan lies not in the cuplet, but in the revitalized urban space this new configuration supports. Or in other words, the you are began repair it will enable. The burnside barrier reverb rates beyond the street, itself. The underutilized and forgotten park block is just south of burnside and I think that lloyd showed a slide of that. This well proportioned charming public space is isolated from its brethren while the remaining park blocks lack the needed southern terminous. This plan will help to repair that anomaly by creating a potentially wonderful space that can help weave the north and south parks together but the central city as a whole. The committee recommend it be coordinated with the mid town park block improvements as recommended by the advisory council of experts a year and a half ago. Another exciting component of the plan is the ankeny plaza area. Ankeny plaza combined with the proposed ankeny fountain walk and a new public market at that location could potentially become the greatest public space in the city rivaling pioneer courthouse, it could rival the pike market in seattle. It would also inject much needed activity to the waterfront park at that location. Here are the -- the committee strongly recommends maintaining the intimate pedestrian scale of southwest ankeny by maintaining its narrow and -- its narrow width and new development to step back. One component of the plan that deserves special commendation, the bicycle pedestrian boulevard along flanders between the steel best of my knowledge and northwest neighborhood is an idea whose time has come. Here is an opportunity to build on the west bank promenade, and achieve some of the goals of the mayor's laudable design initiative. Here the committee recommends creating a clear connection between the steel bridge in northwest flanders and invigorating the local design community by sponsoring an open competition to design a pedestrian bridge over interstate 405. The proposal to anchor the west end of the burnside couch cuplet with the new infill structure is an important way to reclaim the urban fabric lost to the canyon of the 405. Also, the opportunity to create a large scale open space at this location in the heart of downtown, such as a playing field would be an important component for urban education, private and public.

Katz: You want to extend another minute for, for aia? Go ahead.

Karolyi: Likewise, on -- thank you very much. Likewise, on the east side where northwest -- i'm sorry, northeast sandy boulevard intersects sandy and couch, the existing block structure, already small by many city standards, is, has pulverized into tiny fragments, the reconfiguration of the streets and blocks of the east counseled of the burnside couch cuplet reinforce the larger scale of existing paired blocks. This configuration will help create an important anchor visually and programatically on the east side. In summary this, plan, we feel, does more to connect and weave the various quarters of our city together than any other effort in recent memory. The aia urban design committee supports the city's result. Thank you very much.

Katz: Questioned?

Katz: Who wants to start?

Jerry Powell, Goose Hollow Foothills League: Madam mayor, members of the council. I am jerry powell. I chair the planning committee of the goose hollow foothills league, 1445 southwest harrison street near downtown. 1900 my grandfather ran a saloon at 2nd and burnside. He lived at, at grand avenue and burnside on the other side. He walked across the river every day. When I was an undergraduate planning student at Portland state, my, my major paper for west milanbeck was on the cuplet which recently failed. Recently failed because a single influential landowner said, hu-huh. And everybody caved. Well, this is an idea of whose time has clearly come. It's been in the works for decades. The, the -- the dense traffic on burnside, coupled with the frequent stoppages, the heavy pedestrian traffic no, left turns, all the stuff you have heard all along here has made that street the real paradox of urban transportation. It's a traffic carrier that doesn't. In goose hollow, we had several objectives. Actually two major objectives. In looking for improvements on burnside homeless -- almost 20 years ago, I was the president of the northwest neighborhood --

neighborhood's west-northwest coalition, and we, we sought a planning effort on burnside at that time. It's been on the back burner ever since. How many times does it have to come back. Our objectives in looking for, for, for some relief to what we saw as a major problem for our neighborhood. The livability problem for the neighborhood, I should say, is that first of all, the, the chaotic environment of burnside created a, a situation where, where no one wanted to do business. Except for an institution or -- an institution or live near the thing. The result is that, is that you see in virtually the neighborhood crime statistics, you see burnside as, as being a place that, that the Portland police like to concentrate their efforts because they see it as a problem. We see it as a problem, too. We saw redevelopment opportunities on burnside. We sought reuse of, of existing buildings. Some of them fine old buildings that could survive on into the next century. The one after this one. We sought a rationalization of the traffic patterns on burnside so, that people could get across it and so that people could get down it. This plan does that. It's not perfect. It's not the last time you are going to see more efforts to, to reclaiming burnside. But, it's the best that anyone has come up with so far and it really deserves your support. It has ours.

Katz: Thank you.

Dennis Wilde, Gerding/Edlen Development: Dennis wilde with gerding/edlen development. 1120 northwest couch, Portland. We were also a member of the, of the stakeholders' committee and worked on the development of the plan, and I support -- I am not sure what you have heard already today. I would say that, you know, we are a supporter of the cuplet, particularly I am going to focus on the west side because that's where we have a particular interest. We have some reservations, and the reservation really is not so much the cuplet but rather that it not be converted into another high-speed cuplet like everett and glisan. That it retain the neighborhood character. And we think that there are a number of things that need to be accomplished along with the cuplet in order to support that. We have invested some \$300 million in the development of the brewery blocks and have created what many are recognizing as a very strong pedestrian neighborhood and now to push 20,000 cars a day onto couch, obviously, poses some significant problems. And so to avert those problems, we think that it's important that the implementation of this include the street trees, the lights, the exteriors that extend at the intersections, and the onstreet parking, so that you maintain that pedestrian character, which I think is going to be critical, and as part of why the whole project is being pushed in the first place is to, is to eliminate the barrier that burnside currently is. The slower speeds of the traffic, which were talked about in terms of the part of the implementation are also important to this. And I think that it's important that it not be implemented in a piecemeal fashion, do the traffic improvements now and come back and do the, the urban design and streetscape improvements later. I think that that would be a disaster. I think it has to be done and in one fell swoop so that we really implement these linkages and emphasize the pedestrian character of the neighborhood. And then finally, for the, for the businesses along couch, which right now is primarily pedestrian street, to consider what you do for the small businesses as the, the traffic volumes increase, the ability to see the small businesses without adequate signage is going to be important and it may be words while to go back and revisit some of the signage ordinances so that we give adequate signage to businesses on heavily traveled streets. Thank you.

Ann Miles, Pearl District neighborhood Association: I am ann miles. I am co-vice chair of the planning and transportation committee of the pearl district neighborhood association, and I was also a member of the stakeholder advisory committee. Live at 618 northwest 12th avenue in Portland. And again, i'd like to say that the pearl district neighborhood association enthusiastically supports this burnside plan, and we think that the, the greatest benefit is that it's all about connections. It's about connecting both sides of burnside to each other and it's connecting, once you connect the, the two sides of burnside, you have also connected downtown with the pearl district and the river district. And because the pearl district is such a high density residential neighborhood, we do use our feet as a mode of transportation between where we live and downtown and reverse. And we think that this cuplet concept will really enhance our ability to get downtown and to -- for visitors

from downtown to get to the pearl district. And the cuplet concept is critical in allowing a better pedestrian environment along burnside. The, the first benefit is that, of course, it's half as much traffic on burnside and because of the cuplet, it will be gaps in traffic. There will be less noise and less congestion. The benefits of, of the cuplet allow then two lanes of traffic to be converted to wider sidewalks and to onstreet parking. Wider sidewalks is an obvious benefit to pedestrians if you have ever tried to cross burnside at 10th or 11th when people are coming out of powells. There's barely enough room to congregate on the sidewalk to get across. And so the wider sidewalks will, will help a great deal. The onstreet parking will also act as a buffer to pedestrians and encourage more business along the street where people can stop and get in and out of the cars. The signals at every intersection along burnside and couch will be very important in connecting the pearl district and the river -- the downtown. Now, the -- we'd have to go from, from 10th avenue down to broadway to get the first signal. If you have ever tried to cross it the park blocks with the zebra striping, you really take your life in your hands because one car will stop and one -- in one lane but maybe not the other lane so, this kind of signal at every intersection will really provide a connection with, with both sides of burnside and the downtown river district. And I would also just like to say that this has been a, a very important and gratifying experience being on the stakeholder advisory committee. It was very collaborative and cooperative activity. I think that people came in with different ideas and in the process we all got together, so we urge you to adopt this plan.

Katz: Thank you.

Katz: Chris why don't you start because there was a portion of the plan that didn't address the needs of another neighborhood and so --

*******:** I want to speak to that.

Katz: Why don't you introduce yourself.

Chris Smith, NWDA: Chris smith, 2342 northwest petty grove street, transportation chair for the nwda and speaking on behalf of the association today. Mayor, commissioners, commissioner leonard, welcome

Leonard: Thank you, chris.

Smith: Nwda is enthusiastic about the cuplet, we join the supportive remarks about the wonderful things that's going to do for burnside, for the city. But it stops at 15th. And the only thing that happens above 15th is we get two additional feet of sidewalk on either side of the street. I think that we get one additional signalized crossing. It's not enough. Burnside will still be inhumane, more inhumane because of the street trees but fundamentally inhumane and still be a barrier between the two neighborhoods. It could be pointed out that we had the opportunity to look at extending the cuplet to 19th. You know, commissioner Francesconi remarked this was a process that didn't divide neighborhoods that, issue would have divided the neighborhood. The property owners on couch were substantially opposed to it, and it would not have solved the problem from 19th to 23rd so, we focused a lot of our energy on this process on looking at whether we could take out a lane or two between 15th and 23rd. The conclusion was that we could not, and we don't have any sour gripes about that process. The team did a very good job and we're okay with that, but we don't have our answer for how to fix the street in this area. Our message is to yes, go and do this but don't stop. We have to plan for the 15th, 2rd area. We have to find another solution whether we do that with engineering funds, we will get to that stage, or if you can find funding for the processing process before that, that would be great. But we can't stop.

Katz: Thank you, chris. Okay.

Melanie Raies: I am melanie rays, a regular citizen, Portland. I live in southeast Portland --

Katz: No, no. You are not just -- [laughter]

Raies: How do you know.

Katz: You are a citizen.

Raies: Thank you. Yes, i've been in politics for three or four generations. Our family has been. I like to be private. But, names are well-known. I don't like to discuss them. Thank you. Let's see -- thank you.

Katz: Let me start all over again. That was not my point. My point was when, when we introduce ourselves, well, I am "just," and I have heard it over and over, a housewife or I am "just," a citizen, you, as an individual are far more than "just," because you are a citizen.

Raies: Thank you. This may lead into what I was going to say negatively about that, as it turns out. Segway.

Katz: I didn't catch your name.

Raies: That's okay. Never mind. Thank you. This gentleman kind of -- this goes along with the negativity that I was going to say. I will start out with saying I attended the, the wayne morris center against the death penalty, okay. And that made me kind of very negative. It was an interesting thing but got negativity about, about -- it's not about this thing but about people in general. I feel this is a very, very negative plan. It's going to impact a lot of people. People who are, who are infirmed, people who are scared. I lived on the street at one time in my life with my background. It was not very nice. I still attend these places. I still attend other aspects of the places, too. I do not like public places. I feel people are not as friendly. I do not like eating food that is not fresh. When you have stands like that, you don't have fresh food. I walk like you do. This is all off the cuff, not what I planned at all. I find that the only thing you may mention is on pages 42 and 6. Everything else is about buildings. Nothing about people. Nothing about how to enhance people and how to, to make people much more accessible with one another in different reams and different social and economic groups. There will always be this divisiveness. This is not what I planned to say but I will stop right there and go with whatever. Thank you very much.

Katz: Thank you very much. Go ahead.

Rick Parker: My name is rick parker. I have been on the, the, on this committee and the burnside plan and strongly ask your support in completing this plan. I have a business on grand and burnside and I am part of the central east side industrial district and their representative to this committee. I'd like to thank the mayor and the commissioners for all you have done with the east side esplanade and I really look at the burnside plan and the lower east burnside plan as, as just an extension of this, and not only connecting the east side with the west, but the tremendous investment that we have all put into the east side esplanade can be connected and I appreciate all that you have done for this. I will say that on the east side, there have been a few disagreements as we have gone through this process. But, I think that everybody on the east side recognizes that this may be a once in a lifetime opportunity to really make some significant improvements and we all agree that burnside does have some problems, that I think that, that this can really make a change and make a change for the better. Really connect east and west and I strongly urge your support for this plan. Thank you.

Katz: Thank you. All right, karla.

Katz: Sally, why don't you start.

Sally Green: My name is sally green, and i'm a chiropractor and I have a small business on, on 9th and couch. 923 northeast couch. And my concerns with the plan basically just focus on the east side, specifically with couch, what i'm aware of is that there's a tremendous amount of commuter traffic in the mornings on burnside and sandy of which we are talking about three lanes of traffic on sandy about two lanes of traffic on, on burnside. All of that needs to funnel onto two lanes onto couch. And I cannot imagine that, that couch will maintain any, any pedestrian-friendliness with that much traffic during the morning commute and in the plan, the afternoon traffic is also pretty substantial compared to what it is at this point. I believe the numbers are in the 700 range for cars per hour. What I am concerned about is that we may be looking at, at a project that will make burnside more human at the expense of couch. That does not seem like an appropriate tradeoff and I don't think that this plan has adequately accounted for the amount of traffic that, that needs to

funnel into a small road, that's, that's two lanes. I don't think that, that couch can handle that much traffic. Thank you.

Emily Simon, Attorney: Mayor Katz and commissioner, I am emily simon, I am an attorney and I own a piece of property that I purchased in january of 2000 which was in 1907 rundown house rehab it had, and it's now my office where I employ three people and have two tenants. The corner of 11th and couch where my building is, if you think about the 12th sandy intersection, is one block over from it and initially, it was ground zero in terms of this project. When the project first started, I may not be the largest contiguous property owner to the project but I was the loudest and littlest and most upset. I want to express that from working with the city of Portland, many of my concerns have been ameliorated in that, in that 11th street which also houses gene's place, coda, as well as the county mental health and is a very small two-lane street, taken out of the plans and for that, I am very grateful. Ultimately, I come down on the side of supporting this project but it's with the reservations that the gentlemen from harsch investment indicated dennis wilde and my fear is, is that if this gets funded piecemeal or is not done with the, the full support of the street trees, the slowing down of the traffic, the signalized intersections that we will wind up with another glisan/everett, and having been around for a while, I know that plans are sometimes grandiose but when you have got to pay for them, certain things get cut. And the, the neighborhood right around that area is a residential neighborhood. Excuse me, is a residential neighborhood. People live there. People work there. People walk there. So, because of all of these factors and the fact that 11th street has essentially been saved from this, I wind up supporting the project but my concern is, which is what I am asking the city council to do, is that if this does get supported and it sounds to me like we are on a train to support it, that it not be done piecemeal and that it be done with any of the pedestrian-safety vowels and any of the community safety vowels that can be put in place to keep this area to be a residential and livable area, particularly, when it comes to couch street.

Katz: Thank you.

Francesconi: So when staff comes back, this is going to be an issue. Couch street in general, and then the phasing in. But the third question I am going to ask you, is, although I don't need to ask, is it true that emily was the loudest of all the people? [laughter]

Francesconi: I think I know the answer to that one.

Katz: I think the answer is yes --

Simon: I would state that I was definitely the loudest. I would also state the kearn's neighborhood association, and I know that I am out of town -- out of city council, out of town and out of time. [laughter]

Simon: The kearns neighborhood association became very involved in the 1th sandy burnside intersection. They did not become as involved as to the issue for the residents on couch street, and I know that there are many people who are here who live in that neighborhood and who do want to have the opportunity to address that commissioner Francesconi.

Katz: Thanks, emily.

Jim Galligan, Four Square Church: Mayor Katz and commissioners, I am jim galligan and I represent the largest piece of property and I would concur that she was the loudest in the testimonies that I had heard but we have become friends in the process, and I believe that we stand for, from a very similar, for many similar things. -- Portland [inaudible] is that property owner, and I represent them. We have for four or five years been wanting to develop the property on the corner of 1th and burnside, which is one large parking lot right now. And our other properties into a community. The church joined buckman community, so we want to be a part of that community and so we have laid out plans for day care, for families to come to a safe place and have their children watched after while they go to downtown Portland and work. We have wanted to have affordable housing in there as an element of what we want to do in development of this. We want to have some, some market rate housing, as well. We are also looking at, at, at some retail that, that can be in the corner in that particular block as well as a senior element, and senior element I am

talking about some kind of, of senior housing, whether it's independent living or assistive living, whatever that might be. And make that whole area really a community, a safe place to live and enjoy, and so that's, that's been our goal. We have hired -- you have heard Gary Redick from City Architects. He's the one we hired along with Union Homes to really help us to determine what is the best use for that property and every time we come up with some kind of a plan, we come up against transportation and the business of that intersection and in part of the testimony that I had prepared, from a previous time, I ran across an article in the Oregonian that was written in 1952. We -- in 1952. We owned the property known as "the tick tock." so those of you who are 55 plus will remember the "tick tock," location, and there is an article in the Oregonian that said in 1952, that somebody had sat at that intersection and timed how long it took for them to get through that intersection and, and that has not changed and so I see my time is up. We, we very much support this plan as it is presented. We are also very, very excited about the catalyst properties in that, that will become available and not only the property that we have -- we would like to work with whoever might, might be developing that, so we can have a greater impact on our community and the city of Portland, not just our properties.

Leonard: Mayor Katz, you don't have to be 55 to remember the "tick tock." [laughter]

Katz: Emily, it's good to see you. I think we need to find a place for you on a board or citizen's council or something.

Simon: I sort of injected myself into this process. [laughter]

Katz: Nice to see you. Let's continue.

Katz: Then there was the gentleman sitting next to you who wanted to testify. Why don't you come on up. Okay. Go ahead.

Greg Mickle: Hi. I am Greg, and I live and work right near Emily's office. I own four properties there. I agree with her that, that the livability of Couch will be negatively impacted, and what's really concerning to me is when I suggested that Ankeny be the other couplet, what it finally came down to is it would adversely impact fishing loading dock and Templeton's loading dock. Ankeny has zero residential addresses and Couch has 75 domiciles on it. Ankeny has very little developed property. There are a lot of empty lots, a lot of parking lots. I am speaking specifically on the east side. And Ankeny, while it would be a little more expensive to get the traffic, the eastbound traffic off the Burnside bridge and over onto Ankeny, it will be cheaper at the east end of Ankeny to get the traffic back up to Sandy, Sandy is built there already at an angle. Ankeny is a much shallower grade than Couch, and it lends itself to widening. There are many buildings along Couch that, that have zero setbacks. Couch is a narrow street with several hundred cars a day. And I don't, I don't seriously believe that it can take the impact of another 12,000 cars a day. There are residences that have their front yards where small children play on Couch. There is the, the historic area where people have quiet meetings. At community center. There is a motel on Burnside, specifically built with all the rooms backing onto Couch and there is no setback from the, the sidewalk and anybody staying that motel would have a noisy night's sleep. I guess what's most confusing to me is the goal that was stated through all this, was to make Portland more livable and I don't see how rapping Couch street on the east side addresses that goal.

Ellen Vanderslice, Willamette Pedestrian Coalition: Good morning. I am Ellen. I am here today as the president of the Willamette Pedestrian Coalition, which is a local group working to improve conditions for walking. And I am here to enthusiastically support this plan on behalf of the WPC and I won't go into all the reasons we think this plan makes things better for pedestrians because you have already heard so much from so many people and time is short. I will just tell you one small concern that we have -- that is on the west side, between 8th and 15th, the recommendation is for a sidewalk width of 12 feet, which will be gotten by the eventual widening of the sidewalks there. Currently, there is a setback for when new properties are developed, they have to give some, some dedication to the city. And we think that, that, that this area should be like the rest of the Burnside plan on the west side, have a 15-foot recommendation, so that the

city engineer has the discretion to call for that setback when it is appropriate with new development. And that's our only concern with this plan, otherwise we are very supportive of it and the process. Thank you.

Katz: All right. Sir, thank you.

Bill Nye: I live at the corner of saint claire and park place and I think that there should be street car lines [inaudible] [inaudible] see them more tragic people there not polluting and there quieter. Make it a more livable place so the bad people can move out away to move out of the place as a corporation of vancouver. They manufacturer trolley buses --

Katz: Thank you very much. Thank you. Anybody else in the audience wanting to testify that did not sign up? [inaudible]

Katz: Thank you. There's an amendment, two little amendments that I need somebody to move.

Francesconi: I will move them. I don't know if people have it, it's page 42 --

Katz: We have it.

Francesconi: One regarding -- it's about bus service, basically. Both on transportation and then the streetscape design.

Katz: Do I hear a motion and a second? Do I hear a second?

Saltzman: second.

Katz: Any objections? Hearing none so, ordered. All right. Staff come on up. You heard a lot about the concern on couch and I assume that it's both on the west side and the east side, so that it doesn't become another everett, glisan cuplet.

Hoffman: I think couch today is clearly a, a lower category street, and it's having less traffic than it will when we put in place the cuplet. We were extremely concerned about maintaining the, the livability and the character of couch as we went forward with the project.

Saltzman: People can't hear you.

Moore: Bill, can you grab the other mike?

Hoffman: Oh, i'm sorry.

Katz: Could you raise -- all right. It's a little low today.

Hoffman: Let's just shift over here. Can you hear now? Okay. Couch is, is -- it really is a concern and was a priority for the design team to insure that couch maintained its livability as we moved forward with the cuplet. There were a number of things that will happen to couch that we believe will maintain it as a, as a pleasant street to, to walk on, to live on, or to work on or to travel through. Probably foremost is that on couch and burnside where we have the cuplet, we are recommending traffic signals at every intersection, and I think that we heard some testimony today really suggesting that, that those are critical elements that needed to happen as the improvements move forward. The reason we are recommending traffic signals at every intersection so that we can have a progression of traffic similar to, to the downtown oneway street system. Although we speak of the couch burnside cuplet in many ways, couch is functioning not as a traditional cuplet, perhaps like everett, glisan or cuplets that we might, other cuplets that we might be familiar with but it's really functioning as an extension of the oneway street system. And traffic would move on couch similar to the way traffic moves downtown, that means in a progressed fashion at a speed somewhere between 12 to 14 miles per hour. So, we think that that's going to be one of the things that will really be key to maintaining the, the character and the quality of, of couch street. Other things will be street trees and curve extensions to, to improve pedestrian crossings. One other thing to remember about couch is that right now it handles two lanes of traffic. Based on our recommendations, it would still handle two lanes of traffic and have parking on either side. We are in no way recommending to change that. As a matter of fact, we are adamant that as we move forward in the project, parking must stay on couch. To make it a pleasant street so I think that, that in our mind, we clearly wouldn't suggest that couch is going to stay the same. Obviously, it's going to have more traffic, but we, we do believe that with, with traffic signals of course street trees,

curve extensions moderating speed, it will be a very pleasant street to be on. Lloyd, did you want to add anything to that?

Francesconi: What about, though, the phasing question that people asked, which is, you know, or expense question, that these kind of things important now in part of the plan will either drop out because there is not enough money or we won't build them as the right time because we don't have enough money?

Hoffman: I think that consistent with the process and the commitments we made at community meetings and with our steering committee and consistent with the recommendations of the steering committee, it's absolutely critical that when we move in and do a section of the project, that we implement all elements of the project. Frankly, it would be, I think, it would be a fatal flaw to, to continue this project -- if we were to implement one piece and not put in all the elements. It really only works when all the elements are in place. No doubt there would be a temptation to do that. I mean, obviously if you don't put in traffic signals, if you don't put in curve extensions, if you don't put in street trees it is a less expensive project. But, we just have to emphasize that it would not be the project that really critical to making this work is having the traffic signals, moderating the pace, the flow of traffic. And this not only is important for couch but it's critical for burnside, as well. We all know examples of where it doesn't work. We have looked at those examples and we have asked ourselves, what is it going to take to make it work, and we think that the plan represents it. It would be truly would be a failure to implement it without those elements, and our intent is not to do that.

Francesconi: And so those voices that are legitimately concerned about this, let me add my voice as one of the commissioners involved to this. That it's also my job to make sure that that, this happens of course that those amenities are built into the project at the time it happens. To do bolder things as we talked about, there is some risk involved and we recognize that if we don't provide this, the risk is too high. So, I guess that I am adding my voice as a commissioner to what bill just said.

Katz: Okay. Thank you. Roll call. Did you have questions?

Leonard: I did have a question, and i've been listening intently to see if anyone was going to address the concerns raised by the gentleman on the east side about the displaced housing, east, east couch. What is envisioned with respect to housing that may be displaced or adversely impacted.

Hoffman: Well, we would not expect there to be any displaced housing on couch. I mean, we believe that, that couch will still be a pleasant street to be on. It will carry more traffic and -- but we believe that the traffic will be of a moderated speed. We believe that there will be other amenities, curve extension, street trees to make couch a pleasant street. There is housing, many examples in the city where there is housing on, on, on actively traveled streets. This would be an example. I think that the other thing to point out regarding couch on the east side is that it's all within the central east side industrial district. The whole area of couch is, is considered an industrial area. It's, it's a trucking district. The zoning and the land use designations in that area all support more active use. Not to say that housing doesn't belong. Housing does belong there and we support it but we also believe that the improvements to, to couch will continue to support housing. The other part of the equation is that, is that those same residential users that are concerned about couch are also concerned about burnside, and if more traffic is accommodated on couch, by the same token, there are other front yard, burnside becomes a much more inhabitable space and a much friendlier space for people to, to live nearby or work nearby.

Katz: Thank you. Further questions? If not, roll call.

Francesconi: I have come to understand that, that I have three responsibilities as the commissioner of transportation, basic infrastructure bureau, but also it's the same three responsibilities that apply to parks. Maybe in general as my role as a city commissioner. The first is we have to maintain our current infrastructure. The current roads, and we have a major problem in this community about maintaining the basics, so analogizing to the park system, before you can expand a park system you

have got to be able to maintain it. And that applies to transportation, as well. The second priority is there's livability issues that have to be addressed through transportation, so that means roads in parts of the town that doesn't have paved roads. It means sidewalks. It means bicycle lanes. It's the livability objectives that also have to be, have to be pursued. And then the third is kind of looking at the future of the city, and those basic things can produce more housing, more jobs as we look forward to the, to the future. Those are the three responsibilities that have to be -- you try to advance them simultaneously but sometimes there is different ones of those take priority. In looking at this project, this is -- this accomplishes all three. Now, we have to talk about timing. The reason this got all started is because there is infrastructure and maintenance problems with burnside. It doesn't work the way it is. And there's some repair work that has to be done. And so this helps advance that. And the reason that, it's the reason that led to the plan, itself. The second thing is we have to also be looking at multimodal -- improvements here. And here we are trying to help the businesses but we are also trying to help the connection, the access to the city kinds of issues, the pedestrian environment, the bicycles that will be better taken care of in ankeny. So it accomplishes a multimodal objective. The other thing it does is it creates development opportunities, and folks, we need to do this in order to increase the property tax base that supports police, fire, parks, and other things. And this is -- and schools through a different mechanism. And we need to do these things. When you look at the map and all the development opportunities that this plan does, this is terrific for both the east side and the west side. There have been a lot of plans that have sat on the shelf because there hasn't been the transportation infrastructure to actually deliver. And so this is a very important project, as lloyd lindley said, one of the most important actually facing us. And then the final kind of aspect of transportation is if we can connect people, not only with their destinations, but with parts of the city and with each other, that is a terrific goal for all of us in our different ways that we strive to achieve. Here with the park blocks and all the opportunities there to get it across burnside, but also to connect the west end and the park blocks, which we are working on as a strategy, to connect it with the transit mall, which also needs revitalization, to connect it with waterfront park, and this is all just on the west side of burnside, southwest, then you have got northwest 23rd up there, which is -- which is -- we always have to be could go sent of the business districts, we have got pearl and then old town. These are great ways to connect them with each other and burnside can do them. And then we have the opportunities on the east side. The greatest potential is what we do with the east, with the east side of the city and include it into the have that city so we are not a downtown any more. And this does those things. I think the first priority is how do we maintain the system, the transportation system to allow these other things to happen. And you are going to hear more from me and the council on this subject as it proceeds. There are some other ideas here who are good ideas whose time hasn't yet come. And maybe capping the freeway is one of those.

Katz: Speak for yourself.

Francesconi: Yeah, well, I am. [laughter]

Francesconi: I am.

Katz: I'm sorry.

Francesconi: No, that's okay. But, anyway. And so we have to phase this in, that first takes care of maintenance issues and then phases us in, but this, having said that, it's a very important project that pdot is already looking to see how we can add to our number one partner on this. This isn't just my attempt here to, to get us back together again, mayor, but pdc and, and pdc has been a terrific partner with us. There's another issue in the city, which is, if you don't have pdc's help because you are not in a tax increment district we can't do these important projects but here we have the help of pdc who is our most important partner, so finally, from the city's perspective, I guess I want to thank all the players, especially bill, but the staff that listened to citizens and helped move this. I also want to acknowledge richard harris because you have been a champion of this street for a long time, richard, when you haven't had maybe some of the support that you are now seeing.

And we, as one speaker said, we also have to collect, connect people and we have to remember that, that ultimately, this is all about the people we serve. Aye.

Leonard: I am reminded this project is like what occurred in east Portland from 72nd to about 106th on stark. I remember as a younger person that stark was a two-way street, and at some point, it was divided between stark and Washington, becoming a oneway street, and actually commissioner Francesconi is speaking to the economic development and increasing the tax base reminded me of that because on Washington that's happened. 2 -- 205 and the restaurants there are on a street that used to be a residential street until this kind of a project occurred there. So I appreciate your comments and I vote aye.

Saltzman: I think we reached an agreement for success, and the city, as far as I have lived here all my life and even prior to my time, we have always been knocking on the door of burnside and never succeeded in breaching it and really connecting the city and we have seen a lot of underdeveloped properties occur along burnside and this, I think we are starting to see change. We have seen that the brewery blocks, we are seeing, you know, powells has been there forever, but is a good business but there's a lot of other opportunities east and west and when we look at the couch street cuplet with the burnside, I think that this really has the potential to really overcome a lot of these historic walls that have enveloped around burnside and I look forward to this changing the character of the city, east and west side, as well as improving the ability of people to get east, west, north, south, to the many neighborhoods that surround this cuplet. So I think it's a good step and I want to commend all the people who participated in this stakeholder process and the office of transportation, commissioner Francesconi, commissioner Hales prior to him for bringing this plan to fruition. Now all we have to do is figure out how to fund it and make it happen. But, you know, you have got to have a good plan in place first and this seems to be it. Aye.

Sten: Well, I agree. It's mostly been said. I want to thank transportation and commissioner Francesconi and Hales and all the volunteers. I have had some wiley veterans say this was the best planning process that they have been through so that means a lot to me. There's always the tension, I think, between trying to move people and goods through a city efficiently and quickly, which is good for the economy and screwing up the neighborhoods, which is also not good for the economy. In this case, I think we have got a street that doesn't do either very well. It doesn't move people through very well and it has also really become a blight to a lot of the property owners. I am concerned about the ankeny issue that I heard about, and I think that we need to make sure that there's some sort of check-in with the council to make sure that's getting done the way it said it would because it's a better piece, and you can't change one street without affecting another. I'm comfortable that this is the best approach based on the planning process, but I think that we need to make sure that at the very top levels, we are looking at that implementation each step of the way and get it go done as best we can. I think that it's unrealistic to think that it won't have some negative impact on ankeny but I think that the overall piece will be good and we can manage if we do it. It's just very exciting to see the action on the east side, I think it's really going to change things and for the better. So, great work and it's just a pleasure to be able to listen to your hard work and support it. Aye.

Katz: Lesson to be learned, a little history lesson, I think I have shared it with some of the council members in the past, but it was a young activist that shared this with the northwest community district community many, many years ago, a form of governor and mayor, you -- a former governor and mayor. You all know who he is. He said that the minute you take the cars off the streets and eliminate the parking and narrow the sidewalks, you have a freeway, and that's exactly what we have. And this is not an accidental planning exercise that you just heard. We've been connecting these dots for a long time. Block 76 and the east side plan, burnside to 12th, old town streetscape, 3rd and 4th and the housing in old town making sure that the housing was in place before anything else happened because we were very afraid that other developments would occur and we would displace the, the most fragile of our citizens in making sure that they had a place to live in old town

and chinatown and provide those services. The east side esplanade that connects the east side with the west side, and now burnside and with all due respect, commissioner Francesconi, we, as a council, are bold and I think that the first area that 405 will naturally covered is on burnside, and none of us will probably be here when this will happen, but I have a lot of young people who come and look at the display and they are puzzled by it. And I tell them, it will happen. You will be adults, but it will happen. It was a planning process that drew the vision for the city of Portland for the next 20 to 25 years. This planning process is doing the same thing. And it's in, it's a very important component in connecting all the dots, so I want to thank transportation and lloyd and all of the citizens in the stakeholders from both the east side and the west side. This, too, will happen. Aye.

Francesconi: Do I get rebuttal time, mayor?

Katz: Nope. [laughter]

Katz: I have asked my bureau to hold up on 1443 because we have a couple of elected officials here and I hate to waste their time. So, let's clear the, the -- the council and then we will come back. So, we will do 1468 and then we will come back to the 11:00 time certain. [inaudible]

Katz: Okay. Let's wait for commissioner leonard.

Francesconi: You are really going to have your hands full getting this on time here. [laughter]

Katz: All right. Council come back to order. Let's take -- we will come back to 1448 -- 1443. Let's take 1468.

Item 1468.

Katz: Commissioner Sten.

Sten: I don't have a lot to say. I think that, that just say briefly that it's probably worth a thank you again to commissioner Saltzman. It's a tough time with the economy and all the cuts that we are facing and I am looking at our, our leaders who are in the toughest position at the school board and at the county, and probably one of the, i'd say it's more than a slim ray of hope. One of the wonderful beacons that we are going to get through this to me was the fact that, that our voters are willing to approve the initiative at a time when, you know, I think that we are in a position that a lot of our, our factors that are killing us are so structural that the voters can't find a way out of some of the boxes that unfortunately the economy and some past decisions of the voters have put us all in. And this was an opportunity where something very forward-thinking and wonderful to invest in young children who need it and in programs that have a proven result was brought forward. Commissioner Saltzman did an amazing job. He got a bit of help from a few of us around the community but basically single handedly raised a couple hundred thousand and took a message out there to say, you know, even in the worst of times we ought to be looking to the future and what's more the future than little children who ought to be ready to go to school and hopefully will help the school district a bit by getting them to you a little more ready to learn through the programs. It's really a wonderful piece of work at a very tough time. And I just, of course, thought it was appropriate that commissioner Saltzman serve on the committee that oversees the money having done this initiative and had the great honor to forward his name to the council for adoption on that committee.

Katz: Okay.

Diane Linn, Chair, Board of County Commissioners: Good morning. I am diane linn, chair of the board of county commissioners and it's wonderful to have the opportunity to address you this morning. I'd like to start by joining commissioner Sten's congratulations to commissioner Saltzman on passing this children's initiative. It was an uphill battle to convince the public that now is the time to invest in kids. And I think that commissioner Francesconi and I were able to coordinate to some extent in our efforts to pass the library levy and the park levy at the same time. -- levy and the park levy at the same time. I am here today to tell thaw I think this particular resolution have an important part that we certainly feel very strongly in supporting but it has another part to it that, that terribly is problematic to us. We have had multiple conversations with commissioner Saltzman as

late as, as, as along -- as long as a year and throughout the course of the process just before the election and the letter that was sent to each of you right after the election when we knew that the measure had passed that talked about the critical importance of the composition of the committee, the number of people who served, so we could make sure that every piece of this investment went to the right place. It was coordinated effectively and efficiently, connected to the county systems of care through the planning responsibility of the commission on children, families and communities. As the jurisdiction primarily responsible for supporting the programs to kids and families and youth, with the existing infrastructure to deliver those services, we are profoundly concerned about commissioner Sten's proposal to limit the allocation committee to only five members. We want to say very clearly that we whole-heartedly support the appointment of commissioner Saltzman to the committee. That's absolutely appropriate. I think that everyone expected that. However, we have communicated at several points that we do not agree that eliminating -- limiting this committee to five members is appropriate at this time. We thought that we were in the middle of a negotiation on originally an mou that was never signed by the county, and that would go into a discussion about interest an intergovernmental agreement, which I think is what we told the voters that we would do very emphatically to coordinate between these two jurisdictions and it appears as if that process is off course a bit at this point. We would like to get back to negotiating and intergovernmental agreement and give our county board a chance to assess how many members should serve, how they should be appointed, the structural and governance of this particular committee is critically important. We believe that there should be no less than nine members. We think that it should be maybe even a few more than that. Two should be city council members. Two should be from the county board of commissioners and I will introduce, I will introduce the commissioner a little later in terms of her role. The others can be appointed in a variety of ways. We are very happy to negotiate that to be sure that we get the depth and breath of background and experience to allocate \$10 million potentially of precious taxpayer resource. We think that the school district should be involved and I am thrilled that karla is with us to talk with you about that. I don't have to tell any one of you how critical the school district situation is. I go home to it every night, and now the spring sports programs are on the list. This is absolutely crucial to have them involved in this. And he we think that the committee ought to reflect some of the diversity of this community and for us to go forward without addressing that is a real problem. We are in the middle of a negotiation, I think, on an intergovernmental agreement that has to do with the partnership between the city and the county on this measure. And we heard about this resolution through the grapevine. We were not directly communicated about it, and we are concerned about that. Remember, we are prepared to be held accountable along with you for the use of this \$10 million crucial resource. We take our job at the county very seriously in terms of our role in managing programs for kids and families. And we are prepared to manage those programs in a way that makes sense and we are very happy to communicate with you about that. Commissioner lisa nato has worked very hard to develop the framework for her early childhood development based on the best practices, the best kinds of programs that can make a big difference. I've been working very hard on the school aged policy framework that will help us get our arms around how we support kids through school to make sure in partnership with the school district and the state of Oregon who does a lot of work with kids and families to do -- to assess a real continuum of care that, that makes, again, sense in terms of how kids and families interact with all of our jurisdictions. Let me, again, emphatically support the appointment of dan Saltzman to this committee but implore you to remove the piece about limiting this group to five members. The Oregonian editorial several weeks ago articulated very, very clearly. We cannot run the risk of this group turning into too small of a group that would set up a taxpayer funded system foundation for pet projects. We can't do that. It's a crucial time. The county, as you know, is facing very, very tough choices. The state is in a total crisis as is the school district and we have to work more closely together and be more coordinated and make sure that everything we do is integrated and we are committed to doing our part of doing that and I think that

we have a track record and are willing to take that forward and put the effort and energy imaginable into making that happen. I want to take a moment to introduce my colleague, Lisa Naito, who I believe should serve on this committee. If it is limited to five members, we would have one from the city and one from the county and it would limit her opportunity to serve. She's earned her way onto this committee. Her expertise could be very resolvable to the effort and I'd like to have her address the crime commission --

Katz: We will get to her, both Lisa and Karla. I've been a neutral, as all of you know, party on this issue. And Commissioner Saltzman needs to be congratulated for doing this work and, but I need to understand how we are going to set this up. There's going to be a memorandum of agreement --

Linn: Well, actually, Mayor, at this point we think that we are prepared to, to negotiate an intergovernmental agreement.

Katz: Intergovernmental agreement, and you have to approve -- you would have to -- if this council approved a five-member board, you would have to approve that as well or you could then modify it --

Linn: We thought that we would have the opportunity to come to a joint agreement on that point in the discussions about the intergovernmental agreement but from what I understand, is not only is this resolution in front of you today, but Commissioner Saltzman approached the Portland business alliance yesterday morning and asked them to appoint a member, which they did in response to his request, based on what authority. The county has not agreed and has not signed on to an intergovernmental agreement and still there's being action taken to set up the allocation committee before we have completed an appropriate negotiation.

Katz: But am I correct that both the city and the county are going to have to -- are going to have to agree on what this, this looks like?

Linn: Yes, we believe that that's the case so we don't quite understand --

Katz: I just needed to know that.

Lisa Naito, County Commissioner: I don't know. I think that we would have to ask the lawyers, quite frankly, I believe that there is a city of Portland's levy. We don't have to be involved and I think that that was one of the points that I was going to make today.

Katz: Why don't you go ahead and introduce yourself.

Sten: You know, I hope this will all be worked out. I don't mind. You characterize this as my proposal and I guess that I, I just want to make sure that I didn't -- I heard when the whole levy was proposed and -- I went to a bunch of his stump speeches. I was sitting next to him a few days when he was calling and raising money and what he was saying to everybody is that we've -- they would say how are you going to govern it and he would say, we are going to put together a five-person committee and this is how we are going to do it. So it's not really my proposal, but a proposal that I actually told the voters and I actually raised a couple of dollars for this. Told people that it was going to be based on the fact -- and you and I had a good conversation about, was I ready and willing and I still think that I am, and absolutely am to work on how we administer this, but it never, until today, came forward to me that, that there was discomfort with having a five-person committee so I guess that I am wondering what's the real issue between the five-person committee versus nine --

Linn: Commissioner Sten, you should have received a letter from us that outlined our position very clearly, and that should have come to you within a week of the election. Commissioner Saltzman and I had preliminary discussions about how to structure this. That is absolutely true. There was a draft m.o.u. That apertured some of the things we discussed early on. I met with Commissioner Saltzman before the election and made it very clear that the number of people on the committee was something that we had not agreed on. We were terribly uncomfortable with it. We wanted to be sure that we had that candid conversation so that when people asked about the governance structure, we could all communicate that that had not been settled on. Now, there are other parts of the

agreement that we, you know, that, that are not an issue and we have been in agreement with that. So, I think that we have been very clear about that all along.

Sten: I never heard it until after the election, and the city, I think, was pretty clear in telling the voters when we asked them to vote for our levy that this is what we are proposing be the governance structure. I guess -- it's not a huge issue to me. It's much more an I know that we work together and that's why I am nervous about this is that five or nine, I trust lisa, I trust you, I trust dan. You know, I would hate to see this become a big issue. But, I guess that just to be real blunt, it's hard for me to say, you had reservations that you didn't go public with. We told the voters, this is how it's going to be, and so now we should change it after the fact. I mean, it just -- it's not locked in the resolution, but it was a pretty clear pitch of, here's how we are going to governor this.

Linn: Again, we have had a bit of a misstep, and I think that we can make this right. I am absolutely convinced that together we can make this all right. But you are here today considering a resolution with that piece in it. Without our agreement and that's, that's what I am concerned about.

Katz: Let's move on. Identify yourself for the record.

Naito: -- I do want to step back and --

Katz: This is lisa naito, commissioner.

Naito: Commissioner lisa naito, and also express my congratulations to you for not only the successful children's levy but the park's levy and the library levy. It stands out as a real example that our community is willing to step up for the critical and important services that we have in our community. And also I did want to express my congratulations to the new commissioner, leonard, who it's nice to see you here in this capacity. I think there's no question that we all agree on how the money should be spent for important proven programs on abuse that are coordinated with other services. And I think, also, we have had a very good relationship, I believe, between the county and the city and on a number of issues, we worked together on land use planning issues, the child receiving center, homeless youth. I think that we have clarified our roles in that, and that system is working very well you no. And on the recent pge acquisition account, our county has done its best to be supportive of your efforts in that regard. I think the, the process is what's concerned me so far. I think that the major pitch to the voters that I heard was that the city and county would be collaborative in this regard, that it wasn't viewed as a city only ordinance, and in fact there was concern about the, the city of Portland would go its own way. And in light of the letter that chair lynn and I wrote outlining our views in terms of, of how the administration of these funds should go and the fact that we had no response to this letter and then this, this, this resolution came up, without any notice to, to our offices, we heard about it through the grapevine, quite frankly feels like a complete slap in the face to county government and thank that's the very thing that we are trying to avoid in this regard. I think that the public and I met with the crime commission this morning on coincidentally talking about all the efforts that we have made in early childhood and we have been implementing the Oregon's children plan. Their view is important that the city and county coordinate these services. Back when I was a state legislator and working with speaker Katz, former speaker Katz at the time, the -- we set up the commissions on children and families to do this very work, which is coordinate --

Katz: Former chair actually did all the work on that. [laughter]

Naito: So the setting up all the -- getting these funding streams around children and their services, integrated and planned for in a holistic way so we don't just have disparate programs duplicating each other, and that is an effort that we are working very hard on at the county. I think that we have largely been successful on early childhood in streamlining and focusing our programs into the strategic programs that work. School-aged children, it's much more complicated. There are so many different programs from the state, local, federal, and then you have got the complications of the budget cuts that are just hammering away at our children and their educations. So, it's extreme

challenge to do this work. I think that it's important that we have a broad enough group that so projects or individual programs will not be, necessarily, gone through but there's an extensive process of review and we make sure that this public's money, which is quite extensive, is going in the most important and the most effective programs that we can deliver. And I feel that, that partly it's the process of how we do that together with you that's the important first step that we need to make. Thank you.

Sten: I have got to ask -- I guess I am, you know, I don't mean to sound offensive but you are saying I have slapped you in the face by filing a resolution appointing the person who pass the -- passed the legislation onto a committee that we said when we filed the levy -- I very much apologize for, for any per sleeve slap. I am well-known for work with the county on lots of issues and need that partnership so there is no reason to slight threw. It seemed straightforward to me. I guess that, let's be blunt, there is something going on here that I am at a loss on because I can't understand why, why a five-person committee with a equal number of city, county representatives is, somehow unbalanced and likely to fund pet projects but a nine-person committee with equal representation of elected officials and about the same, actually the exact same proportion of citizens, 60% citizens on the 5% committee is less likely to fund pet projects, especially when I am looking at you and dan as the key voices on that 5% committee. So what's the subtext that I am missing here?

Linn: Commissioner Sten, first of all, I have made it very clear that I have, I have an acute interest in serving on the committee and we have agreed from the beginning, the chair of Multnomah county needs to play that role, whoever the chair is. So, those are two positions right there. Now, we don't need to have a conversation about what the appropriate number is right here and right now. We thought that we were going to have that conversation with you, with the commissioner Saltzman and we are meeting, dan and I are meeting on friday. We will have discussions about how this should be structured, and I understand that that wasn't your intent to slap us. But, we have had a miscommunication here, and it's at a critical time, an important juncture where we really need to be pulling our partnership together. We, again, I thought that we made it very clear that we were concerned about this particular element of the agreement and this resolution captures that.

Sten: But with all due respect, if the issues you both want to sit on the committee, let's say that rather than saying pet projects are going to be funded, you know, and things that, that are pretty severe accusations for a program street forward in saying only threes three or four proven programs will get funded out of this levy. It was very straightforward to the voters what type of projects would get funded and I don't know whose pet projects those could be.

Linn: Let's be clear about that, then because we are not, we are not trying to throw out dramatic accusations at this point. What we are trying to do is be sure that, that -- we said that we don't want to run the risk of that happening and perception is important in the Oregonian editorial brought that out as a concern. They say that we should be scrupulous in our management of this money, and they say specifically mentioned that there should be a school board representation, that there should be diversity, so it's a matter that we should have a good, thoughtful discussion about collectively. And that's what we are asking you to do today. There's no debate about appointing commissioner dan Saltzman but we need to have a good thoughtful collective discussion about how many members should serve for all the right reasons. So why is this --

Katz: Let me interject this because commissioner Saltzman did ask me, would it be all right if he would represent the city. And put in a resolution and I said, of course. There was no conversation on, on the size of it. So when I saw the size, I was a little -- I didn't understand what was going on, and you have now clarified it and I think that we can get --

Saltzman: I will be happy to add my perspective --

Katz: I understand and we will give you the time to do that. I just want to -- this is very unfortunate. But.

Naito: And I have to excuse myself for another appointment and I told Diane this morning I feel very comfortable with her sitting on it. The issue is not about me. I want to, I want a broad-based representation that we will have both early childhood and school aged services represented, people with knowledge about the services that are provided, and people that don't have any conflicts. I want many of the same things you want. It's the pros of how we got to this point that's been of concern to me. Thank you. -- it's the process of how we got to this point that's been of concern to me. Thank you.

*****: I am just --

Leonard I am just going to give you a thought. I hope this isn't a precursor of my time ahead on the city council having to vote on these kinds of disputes. I feel like I am at a thanksgiving dinner where my two favorite family members are squabbling and I want to go into the other room and eat. [laughter]

Leonard But before you left what I wanted to say was that the hard part for me is this -- Karla, you and I haven't worked together but I have heard nothing but good about your service, but I want one of the earliest supporters which ran for the house early, I mean a long time ago. And I can remember Diane for a long time and have been a great admirer of her work, and Dan, as he and I both know is, the reason that I ended up in the state senate. So, this is, this is not something that I am very comfortable with, and I just wanted you to hear that before you left. This was not something that I am coming to lightly.

Katz: We can resolve this. We can appoint Dan and then have the conversation continue between Dan and the chair and the city and the county and get to closure, I mean, we can do that if that's, that's --

Linn: Mayor, it depends entirely on your vote today.

Katz: I understand that.

Linn: If you vote to pass this resolution, the message to us is that you closed off the discussion on the number of people on the committee --

Katz: I meant without the number --

Linn: That's what we were hoping for.

Katz: Karla, go ahead.

Karla Wenzel, Chair, Portland School Board: Hello and congratulations. I wanted -- I am a mother, most importantly a mother of two children, a 4.5-year-old and a 7-year-old and chair of the Portland school board and I am also a voter who voted in support of this Portland children's initiative, and it was a job nicely done and a positive statement from our voters. I wanted to, to join chair Linn and commissioner Naito's request to expand the committee. It's amazing to me, quite frankly, having served on the school board for more than three years, that you don't have every single neighborhood and children's advocacy organization here saying, expand the committee. Because that's what we would have, and it's always a struggle when you are in the position that you are in to figure out what's the right governance structure, the right number of people and then the most difficult question is, who should serve. And how that should be apportioned. And I am here to advocate that, that the folks on the committee include somebody whose representing schools. School district inside the Portland city limits. And I think that that's important. I think that everybody agrees that we want to make sure that in the time of scarce resources that are, our missions are aligned and quite frankly I think that Portland public schools has been too insular for too long, and we know we need to change and that it's going to take this community, the city and the county for everyone to come together to address some of the issues in the schools, in the issues in the county, and some of the issues just in our community that folks really need to come together and the time is all the more compelling right now. So, I think that it's consistent with the voter expectations and the pitch that was made to voters. I remember receiving loud and clear messages about the linkage to schools, the alignment with our mission, the going after at-risk kids, and working closely there and I'd like to see that institutionalized by having somebody who has that

knowledge base about the schools serve on this committee. So, that's the extent of my thoughts. Thank you so much for what you do every day. We do incredibly hard work and people don't say thank you enough.

Katz: Thank you. Commissioner Saltzman, did you want to say anything in.

Saltzman: yes, I certainly do. This is about keeping faith with the voters. The five-person committee is part and parcel of the legislative history of this initiative and let me explain how it became part and parcel of the legislative history of the initiative. In december, a year ago, this time, as this initiative was working its way to city council approval, I sat down with the county chair and negotiated this memorandum of agreement that you all have before you dated january 23rd of 2002. This agreement speaks to the five-person committee, speaks to the county's role, speaks to heeding the families, and also setting up subcommittees that will advise us on early childhood development, and after-school programs. It will also revisit this structure after two funding cycles if it's proving not to work, we will revisit it. Now, this agreement was what formed the basis of the county chair supporting the children's initiative. It's what served as the basis for the entire board of county commissioners supporting this initiative. It became the basis by which the Portland business alliance supported the initiative, and it became the basis under which I spoke about the initiative as erik mentioned everywhere we went because people did want to know about the governance structure and I spoke, I kept this memorandum of agreement and spoke about the five-person committee, how it was to be composed and so it is part and parcel of a legislative history. And I feel that it's very important. I know that diane didn't like the five-person committee. There is things in this agreement I didn't like at the time either but in the interest of compromise we came up with a deal. This is the deal I am sticking to, so to act surprised of the Portland business alliance is asked to appoint somebody, this resolution speaks to a position being appointed by the Portland metropolitan chamber of commerce. So, there should be no surprise there, that they are following through on their commitment. There should be no surprise here that we are following through on our commitment to appoint a city council person to fill the five-person committee. Now, I know that we can now speak to the individual merits after nine-person versus a five-person committee and I have my strong beliefs a five-person committee -- we want this committee to have gravitas. When you have a nine-person committee, four people are going to think, do I have to go? As long as there is a quorum. We want this to have the weight of a Portland development commission where your decision matters and every person needs to be there. These also cannot be people with conflicts of interest. If you serve on this board, the organization can't apply for funding. It's very -- as the Oregonian and many people know, it's very important that this board be above all any potential conflicts of interest or pet projects, as it was referred to, first time I have ever heard the five-person committee accused of being too prone to pet projects. A five-person committee makes sure that every member feels vest asked those are the types of people we need. People that are going to rise to the challenge because it's going to be very difficult. I have got a lot of new friends ever since this measure passed. Many, many new friends call me every day. They want to get to know how they can get some of this money. It's taken a lot of discipline throughout this campaign to keep the money focused on proven and effective program in early childhood development, child abuse prevention, afterschool programs. Taken a lot of discipline to get the campaign to that point. Imagine the discipline it will take when you are actually dolling out the \$10 million and investing it to make sure you stick to the proven and effective criteria. This committee has to develop those proven and effective criteria and then they have to live by those criteria and that's going to mean saying no to a lot of people. A lot of people are going to be heard saying no. That's why this committee has to take their role responsibly. We have built in citizen advisory committees and each one of the investment areas all players can come to the table there. The school districts, everybody else that has an interest. If the county feels that it's important to have Portland public schools district on the committee, there is one slot available to the county, to appoint a citizen. They can appoint a school board member under this agreement. So, I don't see, like I said, I think that there's

-- this is now part and parcel legislative history. I feel duty-bound to support what I went out and told hundreds of people was going to happen. And I also feel duty-bound to keep the administrative expenses under 5%, and quite frankly the proposal we got from the county a few days ago or a few weeks ago now speaks of administrative expenses greater than 5%. Now the five-person committee is part after legislative history. The 5% limit on administrative expenses is in the ballot measure. That is the law. There's no give on that. The administrative expenses must be 5% or less. Now, if we can not arrange an agreement where the administrative expenses are kept to 5%, then this is the city's money, the city did pass this initiative. And we will have to figure out an arrangement with the county to keep the administrative expenses under 5%. Those are the negotiations that I envision having over the ensuing weeks. Not a negotiation over the composition of the committee. Anybody that's sat down to negotiate a composition of the committee as I did a year ago with the chair knows that those discussions can go on endlessly. There is no right or wrong answer. But we did arrive at a compromise, and I believe that it's a sound structure, a five-person committee will make this thing work, and nobody is going to be left out of the mix. Everybody is going to have their chance to get their views heard, but there's got to be very tough decisions made, proven and effective programs that will serve more kids, keeping administrative expenses under -- expenses under 5%. Those are tough decisions, our work is still ahead of us. It is ridiculous now, I think, to be sitting here making a big issue out of this composition issue. We have plenty more issues ahead of us and plenty more work to do together. So let's get the five-person committee up and running and let's move on. I urge voting aye for this resolution as it stands.

Katz: Did you want to comment on that?

Linn: Mayor, thank you very much. He has two specific things to say in response to commissioner Saltzman's comments. One is that, that memo of understanding was never considered publicly by the board and county commissioner, never voted on and I never signed that m.o.u. And nor did you. That was not brought to the, to the, in the public setting in front of the city council as a precursor to an intergovernmental agreement. There are elements of that that we were still negotiating. That was my understanding and again, as commissioner Saltzman said, I made it clear from the beginning that I was concerned about the limited number of people on that committee. And we can talk about just how appropriate it is to bring elements to the public that aren't formally agreed to by the elected body of the jurisdictions and that's not neither here nor there. I supported the measure and stand by that. This was -- it was, I think, voted on by the public with the understanding that we would have a good partnership about this, and I am here to tell you today that this -- the element of this resolution that locks us into five members creates a, a, a, a real problem with that partnership. We're half of that, and I am telling you that emphatically how strongly I feel about that. The administration cost will be seen to the letter of the law and all our letter said was that there is oddity in functions that might be outside that piece and you can argue the fine point around whether or not that's administrative or oddity and oversight and we can have that discussion in a good, thoughtful forum as we continue our, our effort to reach an i.g.a. So I urge an acceptance of the appointment of Dan Saltzman to this committee. I am not sure why it's done in this forum at this time, but again, we have a serious problem on our hands between our jurisdictions if you lock this, this committee into five members right now. That maybe where we land ultimately, but if we do it here today, we are not a party to the discussion and we are terribly concerned about it.

Katz: Okay. Thank you.

Sten: Can I ask a question? Chair Linn, this is unfortunate, I agree. I am going to ask an obvious question because I think that ultimately that the size of this committee is going to be this council's call if the two sides don't agree. I don't see any chance that you and Dan are going to agree, and I don't -- is what new information am I going to get between now and having to do this again between his point of view that it should be five and what he told the voters and your point of view, for good reasons, for good reasons no, slight on you, that it should be nine. Is there something -- do I understand, do I understand the arguments at this point?

Linn: No, you don't, commissioner Sten and I would like the opportunity to communicate them to you. I think that that's what I am asking for today is the opportunity to communicate to each of you about why we feel as strongly as we do about this. We haven't had that opportunity to have those conversations and that's, that's what, that's what we are up against right now. There are strong arguments and you have to weigh them as an independent elected official.

Sten: And they are arguments you didn't make today in your testimony?

Linn: Most of them we covered. There are more, and I think that a lot of other people that could weigh in very strongly about this, and again, today again without notice, this is not the right time and place to come to that conclusion at this point, and it's outside of the negotiation on our i.g.a. --

Francesconi: Commissioner, can you consider amend it go and just putting dan for now, or do you want an up and down vote on this?

Sten: I am not really going to amend t I am not interested in weeks of lobbying by various folks to me. I think this is what, what the council told the voters it was going to be, and, you know, and I am really not interested in weeks and weeks of people on all the different sides coming at me and lobbying me on the different sides of the committee. -- all due respect I think I understand the argument.

Linn: And I have to interject. We are not talking about weeks of lobbying. We are talking about thoughtful discussion on an agreement between two important jurisdictions on this. So please let's characterize that appropriately.

Francesconi: I could move to amend it, but whether I do that or we move it up or down, commissioner Saltzman needs to be on this committee so the issue is the five-person.

Katz: Just a minute. I would prefer if -- I don't want to vote this down. I think that that starts --

Francesconi: I will listen and take your cue. I will move that we, we -- we appoint commissioner Saltzman, that we withhold judgment, not make a decision on the size of the committee, not go to nine. I am not making that motion. Holding open the option of five and we bring that issue back to the council in four weeks. That's my motion. I am saying four weeks because I am going to be out and on this one, I actually would like to be back or else I would do it two weeks but I will not be here. If I am back -- three weeks if I am back.

Linn: Four is fine.

Francesconi: I am sensitive to commissioner Sten's idea of it going too long so three weeks if I am back and four weeks if I am not. That's my motion.

Katz: Do I hear a second? All right. I will second it. Roll call.

Sten: On the amendment? That's to drop the five-person?

Katz: Right.

Francesconi: I will just speak once because it's the same motion two different ways. I want to start out with some, some sincere thank you's and I want to start with, actually, commissioner Saltzman. Listen, he put, he put his own resources into this thing. He was single focused on this thing, and without commissioner Saltzman, we wouldn't be having this debate, and there wouldn't be an opportunity to strengthen the system to support our children, which is what this has got to be all about. And we need more champions for children and commissioner Saltzman is at the top of the pack, and I mean all of that. I also wanted to thank chair lynn and lisa nato. They have been champions for a very long time. Not just on the library levy, which diane wouldn't have passed without diane's leadership, because I watched her fundraise. But, you know, they are trying to hold a safety net together that's fallen apart, that's being ripped apart as we sit here. And we talk about burnside plans important for the future when poor folks can't even eat or have mental health care in a jurisdiction right across down the river. And then you have got karla wentsel here with no staff, a volunteer with mother and kids in the school system, a tougher job and making tougher decisions than the city council. So, you deserve our thanks and our heartfelt appreciation. The issue here -- there's three reasons. I don't care what the size of the committee is. The issue for me is how do we address these, actually, there is four fundamental issues. One is, is we told -- and I had -- I am not

going to dwell on this in public, but I will be happy to talk to commissioner Sten about this in private. I have had these, just everything I am saying here, except the performance audit which I come late to the party on, where my concerns, when this was, in the very first conversation with commissioner Sten -- Saltzman, the reason I made a decision not to go public with this and to actually talk the editorial board and others to endorse the children's levy is because we need the resources. And so I made a decision not to go public with these concerns because I was told that the city and county were working these things out. And that's the reason I have not been public on this before. But, so there's four, one is the performance audit. We said proven programs and there's no money in the initiative to make sure that they are proven programs so before I vote on this, I want to know how we are keeping faith with the voters on what we told them. I want to see a performance audit and that means that the city, who sold this thing, I mean, processed this has got to figure out with the private sector, because I don't think that this is a burden on the county unless you can help us, how we are going to meet trust with the voters on the performance audit. That means measuring the programs of course not the administrative side so, that's number one. The issue of diversity has been raised and I want to see how we are going to match that because you have to involve people in the process, not just fund programs. That's the second. But, my two major concerns, are the schools. Here this week the schools in Portland are cutting more money than this children's levy produces. And I want to know how we are going to prepare kids in those substandard schools to, you know, in preschool, kindergarten programs, tied to the schools. I want to know how this is going to happen the schools. And in fact I don't know if I will approve any major funding unless I know the answer to that question. And then the second question is the county. The county -- this is the county's mission, not the city's mission. We can supplement t we have afterschool programs that is within the city's mission but on the early childhood stuff it's the county's mission and you are -- this thing is fraying apart at the edges. We don't have a safety net, and i've got to know that you are comfortable with this process. Is there an -- who should be on the committee if its enlarged from the city? Commissioner Saltzman and the mayor of the city. That's who should be who is on this committee. But so hopefully you folks can work this out and we can proceed. Aye on my motion.

Leonard Can I go and watch the fire trucks outside? [laughter]

Leonard I mean, this, this subject area is the exact subject area that gave rise for me saying the few words, I wished I would have never -- I wished I would have never said on the floor of the house comparing the motives of the house republicans to some bad people who did bad things to this country. I was so angry, I compared their action to say terrorism, which I wish I could have grabbed and eaten as soon as I said it, but it's how strongly I feel about this subject area and what the state has failed to do to provide the funding to address the issues that commissioner Saltzman has recognized with the money. So I feel very strongly about this stuff. I am new here, but I am not certainly new to this subject area. And as I said before commissioner nato left, this is -- I don't remember having, having, in ten years in the legislature being put in this position, so this is not very comfortable having people I know and respect and work with and have been with since the beginning of their own careers and watched with some, some fondness as they have achieved greater heights of success, now all sitting here, and I do know how to count and putting me in the position that I am in, and it's not a comfortable position. So having said that, I guess where I come down is this -- I think that one of the things that I heard dan say -- commissioner Saltzman on another subject recently is we are elected to make decisions and I am a person that feels as though, as comfortable as -- as uncomfortable as it is that I am here to make decisions not put them off. I think that the points you have raised in your memo which I read earlier that I received earlier and the points you make here are valid concerns. And frankly, I think that for me, the, the counter balance to that is you. I have really no doubt in my mind that your voice going to be heard, are particulating those very issues that you feel so strongly about on a five-person committee. There is no doubt in my mind that on an issue you think that needs to have attention, that you want these

other positions to bring to the table, you are going to do and you are going to do and do a very good job at it. And I think then for me, the -- I have to give the benefit of the doubt to commissioner Saltzman. I mean, one thing that I have said for a long, long time, it's unfair to put people in a position of responsibility and not give them the authority, then, to follow through with what they are responsible for. And I think that we should all agree in spite of what is said here today, that he is going to be held accountable more than most of us to the success or failure of this initiative because he has become so closely aligned with it. And so for me, a very tough call, i'm going to vote no.

Saltzman: I am going to vote no, too. And I am doing so because I believe that I am executing or following through on a plan that was agreed to, form the basis of the legislative history of this measure. We have many issues ahead of us, commissioner Francesconi alluded to some of those, making sure the audit works and we get this money really spent on effective and proven programs to serve more kids. So, there's a lot of issues that we need to work out. The composition of the committee is one of those that is an endless one. I didn't, I didn't -- this resolution would not introduced with the idea of making this, this the seminal call on this issue but simply following through on what had been agreed to by myself and the county chair as the basis of her support for this measure and ultimately the entire board of the county commissioner's support. So I feel like I am keeping faithful with the agreement that we have if place and five persons, for better or worse, has now become part and parcel of the legislative history. That's what I have said over and over and over to everybody who cares about who decides who this money gets spent. A lot of people care about who decides. The five-person committee, that's the way to go. Aye. Or -- no. Excuse me. [laughter]

Sten: Well, you have two people who really great experience, more than I do in chair leonard and commissioner Saltzman. I don't think that either committee is a wrong idea. They have different strengths and weaknesses. I think the five-person committee is solid and can make decisions. I do think that there is something to be said for having a little smaller board and willingness to move. I think that the advisory structure is very serious and I think that there will be good ways, including an appointment to get the school board involved because there are other spots. And I think all those things are crucial. And again, I want to apologize directly to chair lynn for any misstep on my part. I really didn't realize that the size of the committee was an issue and I should have been more clued in on that. I did really honestly sit with dan many times when he made a pitch to people who he was asking for lots of money and they said, you know, how are you going to govern this and he said a five-person body and I think that that's what we did tell people, whether it was part of everybody's knowledge or not. So, and I also think that, you know, prolonging this particular argument isn't going to be healthy because I think that there's much more important substantive, hopefully discussions, as you are saying, which I think is a better word than argument that need to happen. So, no.

Katz: This is so embarrassing. And such a dismal performance by all of us. With all due respect, the voters didn't vote for a five-member committee or not. They voted for the notion of the levy and to support those programs. You can -- and the majority of the voters weren't even aware of that fact. They didn't have it in the voters' pamphlet and it's an issue that's inside baseball. And to start, to start a collaborative arrangement between our best partners, one of the things that this city council has been noted for is working well with our other local governmental partners. The school district who came up with almost \$40 million over the years. Those of you who sat here and said yes, we had the money at the time and we needed to step up, the county, we have worked very well with the county. One group after another, chair stein, chair lynn, even gladys mccooy at the very early part of my tenure, but that very critical partners in moving what really is, and commissioner Francesconi is right, is really is the responsibility of the county. It's providing the social services to our less fortunate citizens. And I am going to vote aye on the motion. But, i'm terribly disappointed that this is the way that we start and I guess that when commissioner Saltzman asked

me, could he represent the, the city on the commission, I said absolutely. You deserve t you did all the work. But there was no further discussion about the membership and the number. In fact, we had a conversation and I said I had -- I wished that you would consider a larger number of people representing the school district and somebody else. So, enough said. I hope that we can repair the tears on this. Aye. All right. Now, roll call on the resolution.

Francesconi: Diane, just one thing I wanted to say to you and to karla. When the mayor was talking about dismal performance, she was talking about us.

Katz: Yes.

Francesconi: She wasn't talking about the work that you are doing at the county.

Katz: I'm sorry, I saw your face and I wanted to clarify that.

Francesconi: No, no, she was, and I guess that I just want to again thank you for the work you are doing at the county and karla, we are going to -- we still need to work together despite this, this setback to figure out how we are going to provide a system, not individual programs, but a system that takes care of our children and our most vulnerable, no. I voted no because now it's back to the original --

Leonard Aye. Saltzman: Aye. Sten: Aye.

Katz: No. Motion passes. All right, everybody, let's, let's go and -- thank you, commissioner Francesconi. I did mean the performance of our county commissioners -- I didn't mean the performance of our county commissioners.

Item 1443.

Mark Murray, Bureau of Financial Planning: Bureau of financial planning. We know you are running late to we will truncate this presentation even further. About twice a year, we bring to council recommended budget adjustments involving numerous bureaus under the major supplemental process, major supplemental process involves a public hearing in front of the tax supervising conservation commission, that hearing was held on november 20th, and they voiced no objections. What puts items in the major supplemental process overly simplified is, is if the budget for a particular fund will increase by greater than 10%, I will have jordan speak to the main components of the ordinance.

Katz: Judge don't you get.

Jordan Epstein, Bureau of Financial Planning: Jordan epstein, financial planning. As was mentioned the budget appropriates 40,172,567. There are 13 funds involved and I want to point out we made a change in this supplemental budget compared to others. We are not including the recipients and providers of transfer revenues in the supplemental if budget law does not require a fund to be included. For example, I just will give you one example. The hydropower operating fund is receiving a cash transfer on the hydropower renewal and replacement fund for some maintenance and repair projects. The operating fund, because of the size of the transfer relative to its budget, in other words, it's more than 10% of the budget, has to be in the supplemental so, it is. The renewal replacement fund, it doesn't have to be in it because of what's going on with its fund and we are not including it. It was included in the bump minor supplemental ordinance that was already passed. So, we are simplifying the process and we are making sure in financial planning that, that any transfers between funds are covered either in the minor bump or the major supplemental ordinance. So, everything is good. At this point, you know, I could go through some of the major funds, but --

Katz: The council members should have reviewed it. Any questions?

Leonard: I did review it, but it -- it didn't really explain to me if -- what we were doing here was probably just a procedural learning question for me -- if what we are doing here is actually creating any new positions or programs or, or anything that doesn't jump out from, from what I looked at.

Epstein: In many of the instances, if not most of them, we are reappropriating money to fund projects and we are supposed -- that were supposed to be done last year, and they weren't done. The money wasn't spent and it went into the beginning balance so we have a bigger beginning balance

than planned and you reappropriate that. So that wouldn't be new. There are some instances where some, some money has been -- I can only think of one in the communications fund where, where personal services, ie, positions are getting more money in the ernie prog. That's the only one I can think of as far as positions. And I don't know if that means new positions. I can't tell you that. But, that's the one fund where that's occurring.

Murray: We will check that out and make sure that you get a clear answer.

Leonard: Thank you.

Katz: Further questions? Anybody else want to testify? If not, roll call.

Francesconi: That is a good question, you should get us the answers. Aye.

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

Katz: Mayor votes aye. Now, this is the end of our morning. I need at least two people this afternoon at 2:00. Right? Do I need to read --

Moore: Required to convene. Kathryn Beaumont said we didn't need to convene.

Katz: She did because in the past we have had to have a quorum to convene so I could continue because otherwise you are not official. Well, i'm -- it's not okay with me.

Francesconi: I can be here.

Katz: I need another two people to start and then continue the item to january.

Saltzman: I will be around

Leonard: So we are not meeting this afternoon?

Katz: No, no because they want to wait until january. There is still some work that needs to be done on this particular item.

Leonard: Which item are you talking about?

Katz: The afternoon one. 1469. It says continued to january but I need to have it read officially and then -- okay. So, we will adjourn until 2:00. Thank you, everybody.

At 12:22 p.m., Council recessed.

DECEMBER 11, 2002

DECEMBER 11, 2002

2:00 PM

Leonard: Here. **Saltzman:** Here

Katz: Present. 1469.

Item 1469.

Katz: This item is be rescheduled to January 15, 2003 at 6:00 p.m.

At 2:01 p.m., Council adjourned.