



CITY OF  
**PORTLAND, OREGON**

**OFFICIAL  
MINUTES**

A REGULAR MEETING OF THE COUNCIL OF THE CITY OF PORTLAND, OREGON WAS HELD THIS **17<sup>TH</sup> DAY OF JANUARY, 2018** AT 9:30 A.M.

THOSE PRESENT WERE: Mayor Wheeler, Presiding; Commissioners Eudaly, Fish, Fritz and Saltzman, 5.

OFFICERS IN ATTENDANCE: Karla Moore-Love, Clerk of the Council; Denis Vannier, Deputy City Attorney; and Nicholas Livingston and John Paolazzi, Sergeants at Arms.

Item Nos. 51 and 52 were pulled for discussion and on a Y-5 roll call, the balance of the Consent Agenda was adopted.

The meeting recessed at 11:04 a.m. and reconvened at 11:08 a.m.

<b>COMMUNICATIONS</b>		<b>Disposition:</b>
<b>43</b>	Request of Karissa Moden to address Council regarding hygiene access in Portland (Communication)	<b>PLACED ON FILE</b>
<b>44</b>	Request of John J Thompson to address Council regarding how implementation of the Forest Park Management Plan is working to create true urban wilderness (Communication)	<b>PLACED ON FILE</b>
<b>45</b>	Request of Phyllis Reynolds to address Council regarding Forest Park (Communication)	<b>PLACED ON FILE</b>
<b>46</b>	Request of Ted Kaye to address Council regarding Forest Park (Communication)	<b>PLACED ON FILE</b>
<b>47</b>	Request of Tom Cunningham to address Council regarding Forest Park (Communication)	<b>PLACED ON FILE</b>
<b>TIMES CERTAIN</b>		
<b>*48</b>	<b>TIME CERTAIN: 9:45 AM</b> – Reduce the speed limit to 20 miles per hour on residential streets in Portland to support safe travel (Ordinance introduced by Commissioner Saltzman) 30 minutes requested (Y-5)	<b>188774</b>

<p><b>49</b></p>	<p><b>TIME CERTAIN: 10:15 AM</b> – Create a local improvement district to construct street, sidewalk, stormwater and sanitary sewer improvements in the SE 80<sup>th</sup> Ave and Mill St Local Improvement District (Hearing; Ordinance introduced by Commissioner Saltzman; C-10060) 15 minutes requested <b>Motion to accept amendments in PBOT 1/17/2018 memo:</b> Moved by Fish and seconded by Saltzman. (Y-5)</p>	<p><b>PASSED TO SECOND READING AS AMENDED JANUARY 24, 2018 AT 9:30 AM</b></p>
<p align="center"><b>CONSENT AGENDA – NO DISCUSSION</b></p> <p align="center"><b>Mayor Ted Wheeler</b></p> <p align="center"><b>Office of Management and Finance</b></p>		<p align="center"><b>188773</b></p>
<p align="center"><b>Commissioner Amanda Fritz</b></p> <p align="center"><b>Portland Parks &amp; Recreation</b></p>		<p align="center"><b>PASSED TO SECOND READING JANUARY 24, 2018 AT 9:30 AM</b></p>
<p><b>51</b></p>	<p>Authorize Portland Parks &amp; Recreation to execute Parks Allocation Certification Agreements and accept annual grant awards from the Oregon State Marine Board for maintenance of boating facilities (Ordinance) (Y-5)</p>	<p align="center"><b>188775</b></p>
<p align="center"><b>Commissioner Dan Saltzman</b></p> <p align="center"><b>Portland Fire &amp; Rescue</b></p>		<p align="center"><b>188775</b></p>
<p><b>*52</b></p>	<p>Authorize application to the Department of Homeland Security through its Federal Emergency Management Agency for a grant in the amount of \$2,262,091 for self-contained breathing apparatus (Ordinance) (Y-5)</p>	<p align="center"><b>188775</b></p>
<p align="center"><b>REGULAR AGENDA</b></p> <p align="center"><b>Mayor Ted Wheeler</b></p> <p align="center"><b>Bureau of Police</b></p>		<p align="center"><b>188776</b></p>
<p><b>*53</b></p>	<p>Apply for and accept a grant in the amount of \$15,000 and appropriate \$7,500 for FY 2017-18 from the Oregon Department of Transportation Traffic Safety Division FY 2018 Speed Enforcement Grant program for sworn personnel overtime reimbursement (Ordinance) 20 minutes requested (Y-5)</p>	<p align="center"><b>188776</b></p>

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<b>Office of Management and Finance</b>		
<b>*54</b>	Amend Intergovernmental Agreement with Portland State University for the Hatfield Fellows Program for training and leadership development to update the amount per Fellow to \$40,000, for total contract not to exceed \$1,200,000 for FY 2017-2018 (Previous Agenda 38; amend Contract No. 30003978) 15 minutes requested	<b>REFERRED TO COMMISSIONER OF FINANCE AND ADMINISTRATION</b>
<b>Commissioner Nick Fish</b>		
<b>Bureau of Environmental Services</b>		
<b>55</b>	Authorize a competitive solicitation for Price Agreements for Urgent Rehabilitation of Sanitary and Storm Sewers Project for an estimated \$6,000,000 annually (Ordinance) 10 minutes requested	<b>PASSED TO SECOND READING JANUARY 24, 2018 AT 9:30 AM</b>
<b>56</b>	Increase contract with e-Builder, Inc. by \$746,818 for additional software and license support and training for the capital project management software system (Ordinance; amend Contract No. 30004084) 10 minutes requested	<b>RESCHEDULED TO JANUARY 24, 2018 AT 9:30 AM</b>
<b>Water Bureau</b>		
<b>57</b>	Declare City property located on SW Broadway and SW Grant as surplus and authorize its disposition (Second Reading Agenda 39) (Y-5)	<b>188777</b>
<b>Commissioner Dan Saltzman</b>		
<b>Bureau of Transportation</b>		
<b>58</b>	Vacate a portion of NW Roosevelt St between NW 29th and NW 30th Aves subject to certain conditions and reservations (Second Reading Agenda 40) (Y-5)	<b>188778</b>

At 12:10 p.m., Council recessed.

<p><b><u>2:00 PM, JANUARY 17, 2018</u></b></p> <p><b>DUE TO LACK OF AGENDA THERE WAS NO WEDNESDAY AFTERNOON SESSION</b></p>	
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A RECESSED MEETING OF THE COUNCIL OF THE CITY OF PORTLAND, OREGON WAS HELD THIS **18<sup>TH</sup> DAY OF JANUARY, 2018** AT 2:00 P.M.

THOSE PRESENT WERE: Mayor Wheeler, Presiding; Commissioners Eudaly, Fish, Fritz and Saltzman, 5. Commissioner Fish left at 5:10 p.m.

OFFICERS IN ATTENDANCE: Karla Moore-Love, Clerk of the Council; Lauren King, Senior Deputy City Attorney; and Jim Wood and John Paolazzi, Sergeants at Arms.

<p><b>59-62</b>      <b>TIME CERTAIN: 2:00 PM</b> – Central City 2035 Plan. 4 hours requested</p> <p><b>January 2018 Amendments Report</b></p> <p><b>Central City 2035 Plan items are continued from December 6, 2017 for Council to hear testimony on the January 2018 Amendments Report.</b></p> <p>For more information see project website <a href="http://www.portlandoregon.gov/bps/cc2035">www.portlandoregon.gov/bps/cc2035</a></p> <p><b>How to Stay Informed and Testify</b></p> <p>To testify in person: People interested in providing oral testimony may begin signing up one hour before the hearing but may only sign up for one person at a time. Testimony is limited to two minutes per person.</p>	<p><b>Disposition:</b></p>
<p><b>59</b>      Adopt the Central City 2035 Plan Volume 2A, Part 3, Environmental and Scenic: amend the Portland Zoning Map and Portland Zoning Codes for Environmental Overlay Zones and Scenic Resource Zones (Previous Agenda 1307; Ordinance introduced by Mayor Wheeler; amend Code Chapters 33.430 and 480)</p>	<p><b>CONTINUED TO MARCH 7, 2018 AT 2:00 PM TIME CERTAIN</b></p>
<p><b>60</b>      Adopt the Central City 2035 Plan; amend the Comprehensive Plan, Comprehensive Plan Map, Transportation System Plan, Willamette Greenway Plan, Willamette River Greenway Inventory, Scenic Resources Protection Plan, Zoning Map and Title 33; repeal and replace prior Central City plans and documents (Previous Agenda 1308; Ordinance introduced by Mayor Wheeler)</p> <p><b>Motions:</b></p> <p><b>1. Regional Center Policy 1.9 Equity and the economy</b> Volume 1: Goals and Policies: Moved by Fritz and seconded by Fish.</p> <p><b>2. Revisions to Amendment 9, Ecoroofs</b> Volume 2A, Part 1 (<i>Amendments Report</i> page 30): Moved by Eudaly and seconded by Fritz.</p> <p><b>3. Minor and Technical Amendments Package:</b> Moved by Saltzman and seconded by Fish.</p> <p><b>a. Revisions to Amendment 12: Master Plan</b> Volume 2A, Part 1 (<i>Amendments Report</i> page 35)</p> <p><b>b. Revisions to Amendment 13: Parking Structures</b> 33.510.261.I.3 (<i>Amendments Report</i> page 52).</p> <p><b>c. Revisions to Amendment 36: Parking and Loading access standards.</b> 33.510.263.B.1.g (<i>Amendments Report</i> page 83-84)</p> <p><b>No Council votes taken.</b></p>	<p><b>CONTINUED TO MARCH 7, 2018 AT 2:00 PM TIME CERTAIN</b></p>

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<b>61</b>	Adopt the Central City 2035 Plan Action Charts, Performance Targets and Urban Design Diagrams (Previous Agenda 1309; Resolution introduced by Mayor Wheeler)	<b>CONTINUED TO MARCH 7, 2018 AT 2:00 PM TIME CERTAIN</b>
<b>62</b>	Adopt the Central City 2035 Plan Green Loop Concept Report (Previous Agenda 1310; Resolution introduced by Mayor Wheeler)	<b>CONTINUED TO MARCH 7, 2018 AT 2:00 PM TIME CERTAIN</b>

At 5:24 p.m., Council adjourned.

**MARY HULL CABALLERO**  
Auditor of the City of Portland



By Karla Moore-Love  
Clerk of the Council

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

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**Closed Caption File of Portland City Council Meeting**

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

**Key: \*\*\*\*\* means unidentified speaker.**

**January 17, 2018 9:30 am**

**Wheeler:** Pre-gavel item today, some time ago I delegated the role of appointed creative laureate to commissioner Nick Fish and he did an exceptional job, you ran a rigorous and open and diverse process to find the most qualified candidate for this highly regarded position. Sub I want to thank you for sharing your skills and your talents and your experiences to serve as the city's new creative laureate we're very fortunate to have you on board so thank you. Commissioner Fish.

**Fish:** Thank you mayor. I would like to begin by acknowledging that Eloise Damrosch is with us, the long-time head of the regional arts and culture council, and perhaps we could suspend the rules and give her a round of applause for her service. [applause] Mayor, we invited the former creative laureate Julie Keefe to join us, but she was -- she had a conflict, but I would like to begin by thanking her for her service over the past five years as our creative laureate. As my colleagues know in 2012 former mayor Sam Adams appointed Julie as the city's first creative laureate. She is, of course, a champion for the arts, a highly respected community advocate and a brilliant photographer. As our inaugural creative laureate Julie served the city with distinction, and I think it's fair to say that she set a very high bar for her successor. She now passes the baton to subashini Ganesan. All of Portland will get used to pronouncing your name correctly.

**Fritz:** She looked very skeptical about that. [laughter]

**Fish:** Miss Ganesan known as suba, is a leader in the regional arts community and practices -- here's where I will need some help. Bharatanatyam.

**Suba Ganesan:** Bharatanatyam

**Fish:** That's pretty good, try it again I think that you are close. Okay. Yes. Which as everyone knows is an ancient dance form from south India. She has contributed to the regional arts community through performance and education, and she has received too many grants and awards to mention today. Suba will bring passion and innovation and a wealth of experience to this position, and as the city's arts commissioner I am so honored to welcome her to city hall and to thank her for accepting the position. Suba would you and Jeff Hawthorne and Amira Streeter please come forward for a brief presentation? And mayor with your permission I will turn it over to Amira Streeter, who is on my team and I wanted to say that she has worked long and hard on this process and kept us on track and I really want to compliment Amira. This is the first big public process that she has undertaken, and we have gotten lots of positive feedback, so I want to thank her for her work. Amira?

**Amira Streeter, Commissioner Fish's Office:** Thank you. Good morning mayor and commissioners. For the record my name is Amira Streeter and I am a policy director for commissioner Fish and as the commissioner was saying, we are very excited to introduce suba as the creative laureate. It has been an incredibly exciting process to find the next creative laureate. Late last year the city of Portland made a call out to the artistic and creative community to apply for the position. After receiving more than 30 applications, a selection committee gathered to review the applications and pick their top choices. The selection committee was made up of representatives from racc, commissioner Eudaly's

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office, commissioner Fish's office, myself, a community stakeholder and Julie keefe, the current and first creative laureate. After careful deliberation the committee chose a handful of strong candidates for finalists who were interviewed by commissioner Fish. Highly recommended by her peers, mentors, and a broad range of community members we were all immensely impressed with suba's current work in the community and the general thoughtfulness, enthusiasm she brings wherever she goes. After the interview it was clear that she was a rising star, if not an established star already, and we are very excited to have her. In addition to her work, we will be asking for a small stipend of \$5,000 to help with costs that are with travel and with her work and just to support her over the next two years. Suba is the founder and the executive director of new -- of new, impressive works, new. As a south Asian female immigrant to the united states she's a contemporary dancer, an artistic director of the Natya Leela academy. She's been working to express a lot of emotional depths through her work, and her work has been showcased the local and regional festivals. I really relish the opportunity to work with her over the next two years, and it is with great enthusiasm that I introduce and welcome Subashini Ganesan.

[applause]

**Fish:** Why don't we give her the last word. If you would say few words.

**Jeff Hawthorn:** Perfect, thank you, mayor and commissioners. I just want to say that there is no better person to represent the city of Portland at this point in time. Suba is an artist that we at the regional arts and culture council have grown to love and support. Over the last several years we have provided her with technical assistance and project grant funding, teaching opportunities and career development support, and in return suba has provided us all with exceptional craft, strong advocacy for a diverse and accessible arts community, and extraordinary insights to some of our most pressing challenges. So in addition to being a bridge between Portland city council and the local creative community, part of her job description, we can also expect suba to be invited to participate in a number of national conversations about what it means to be a global center of creativity. As you dispatch suba as your ambassador, I hope you will also invite her back often to ask for her opinions and to benefit from her observations. She has much to share about arts affordability, ways to improve public education, and whether we are distributing our arts investments equitably. Commissioner Fish, thank you very much for your leadership in finding a new and wonderful creative laureate for the city of Portland. Suba, congratulations and thank you. I really look forward to working with you. [applause]

**Subashini Ganesan:** For the record, my name is subashini Ganesan, suba. Thank you mayor and city council. Thank you to everyone involved in the selection committee and process. I am deeply honored and extremely excited to serve as Portland's next creative laureate. I also thank Julie keefe, our inaugural creative laureate for her activism, work, and service. Julie has, in commissioner Fish's words, set a high bar for this position and I am grateful that she has enthusiastically agreed to support me in these early months and show me the ropes. When I found out that Portland is the only city with a creative Laureate, I thought of course we are. I have lived in different cities in the u.s., and I can confidently say that Portland does have support systems to encourage the creativity of diverse artists in all levels of their professional careers. Even in these current times with skyrocketing real estate prices, threatening affordability for artists and arts organizations, the city is listening to the artistic community and working with us to explore solutions. The regional arts and culture council works hard to keep finding new and creative opportunities to help multiple cultural artists and arts organizations thrive in Portland. The new arts affordability act, which is in the works at city council, is another positive example of the city's commitment to the sustainability of artists. As creative laureate I will bring my voice and advocacy to doing all I can to connect racc and the city to more diverse artists and arts

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organizations. Our city is the home to a rich network of multi-cultural professional artists from across the globe, and I look forward to bringing greater visibility for them so that more Portlanders can experience the rich global art forms that exist right here in our city. I want to bring my strengths to the city so that together we can find innovative ways to forge relationships through the arts. I hope to co-create efficient and accessible ways for multi-cultural, emerging artists to receive mentorship, for more experienced local artists who are enthusiastic to pass on their stories, knowledge and resources. I also would love to find sustainability ways to expose youth from across our city to multi-disciplinary and multi-cultural artistic experience with a keen focus on building a new generation of arts writers. A cohort of enthusiastic youth who not only enjoy going to plays, dance performances, visual art exhibitions, but are also able to speak and write about the universal themes in these experiences. I look forward to working with commissioner Fish and his office, the city, racc, artists, and arts organizations across our city to find unique and respectful ways to connect different communities so that equitable, artistic experiences and opportunities are available for everyone across our city. Thank you for offering me this opportunity to serve Portland.

**Wheeler:** Thank you. We are honored. [applause]

**Fish:** Mayor and colleagues I think you now have a better sense of why we are so excited that suba applied for this position, was highly recommended for this position, and ultimately accepted an invitation to serve as our second creative laureate. We are just thrilled to have her on the team and honored that she has chosen to spend the next two years serving as our ambassador, so thank you.

**Wheeler:** Thank you commissioner Fish for your excellent work. Amira, well done, suba, thank you we are so glad to have you onboard, we are really excited about this. Thanks, Jeff, for all you have done.

**Fish:** Mayor, can we do a quick picture? I know we have a short session today so could we take one minute for a picture?

**Wheeler:** Why don't we do it right in front.

**Fish:** I want to thank the family and friends who took the morning off to support suba. That's really wonderful. [applause]

**Wheeler:** All right, good morning everybody. This is the morning session of the Portland city council, Wednesday, January 17, 2018. Karla, please call the roll.

**Fritz:** Here. **Fish:** Here. **Saltzman:** Here. **Eudaly:** Here. **Wheeler:** Here.

**Wheeler:** From the legal department, the purpose of council meetings is to do the city's business including hearing from the community on issues of concern. In order for us to hear from everyone and give due consideration to matters before the council we must all endeavor to preserve the order and decorum of these meetings. To make sure that the process is clear for everyone, I want to review some of the basic guidelines which I hope will help everyone feel comfortable, welcome, respected and safe at the meeting and ensure that the decorum is maintained for all of us. There are two opportunities for public participation today. First we have an opportunity for people to sign up for communications to briefly speak on any issue that they would like. These items must be scheduled in advance with the clerk's office. Second, people may sign up for public testimony on the first readings of resolutions and ordinances. If you sign up, your testimony must address the issue being considered at the time. Please state your name for the record. We don't need your full address. If you are a lobbyist, please disclose that, if you are here representing an organization, that's helpful, too. Individuals have three minutes to testify unless otherwise stated. When you have 30 seconds left, the yellow light is going to light up when your done, the red light will come on, emergency exits are located at both sides, your oxygen mask will come down automatically. [laughter] Any conduct that disrupts the meeting, for example, shouting or interrupting other people's testimony or interrupting

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during the council deliberations is not allowed. People who disrupt the meeting face ejection from the meeting. If there is a disruption, I will issue a warning that if any further disruption occurs, anyone disrupting the meeting will be subject to ejection for the remainder of the meeting, anyone who fails to leave the meeting will be subject to arrest or trespass. We don't want that to happen. If something -- if you support something a thumbs up is good, if you don't like something a thumb's down is good. We don't need people shouting out because that's just disruptive to people's testimony. So with that, Karla, communications is first. I understand we have one individual coming up to discuss one issue, and then the subsequent four we will call up together because they are here together, so issue number 43, people, please.

**Item 43.**

**Wheeler:** Just 43. She's here alone. Come on up. Good morning.

**Barbara Weber (For Karissa Moden):** I am not Karissa, they are sick today, I am Barbara weber and I represent sisters of the road café.

**Wheeler:** I will allow that today, thank you for being here.

**Weber:** Thank you. So we are here to talk about hygiene access and right now we do not have enough bathrooms downtown for all of us. There is only nine loo's, and if you go into a public place you have to buy something to use a restroom. You want to know why that affects everybody, it affects everyone, it's not just a homeless problem. I did a bit of research here. Human poop takes a year to biodegrade and children will mortality rate and poor nutrition goes way up. Ok. The health effects are intestinal worm infection, Typhoid, hepatitis, .7 million deaths in children under the age of five. 250 million lost school days from infections from diarrhea and we talk about how it is affecting our environment. If this gets into our water stream, it causes an overgrowth of algae and like I said, it's not just a homeless problem. Hepatitis c is going, or hepatitis a is going crazy in California. They are fining people for feeding homeless people because they think that that's the problem. It starts there, but it spreads to the whole community. Ok. Yesterday, I took a little survey of five homeless people. They all said you know, the showers down -- tpi is the number one place where they are able to take showers. There was only one person that said six and a half weeks without a shower, and they were female. Ok. For the women, you have got to know how degrading that is. Your dignity is taken away. You think about, when you think about that, you know, we need a hygiene center that can handle these problems for free. Our city would be healthier and happier if we were able to provide this care for everyone in the community, not just you know, homeless, but what if we have immigrants that come into our city and need extra help, you know. This needs to be open to everyone in the community. I am very, very married to this issue, you know. I've been homeless since 2015, almost by choice. I don't have a criminal record, I am not an alcoholic, I am not a drug addict. I am disabled from 2010, so that's why I ended up being homeless. I don't make enough income to pay for a rental or a room, but, I fight every day to survive, and, you know, I am so tired of the lack of dignity that is shown to the homeless community and we are a community. We are not just drug addiction and alcoholics, there is a whole bunch of us there that are able bodied, and if you are able to just support us with housing or, you know, hygiene access, it would be a wonderful thing. Our life would be better, and so would yours.

**Wheeler:** Thank you. Excellent testimony and just to underscore, I want to let you know we are also looking at piloting with private sector help some of the mobile units that California is now experimenting with, in particular in san Francisco, both mobile shower units as well as mobile bathroom units. And what they are doing down there is they are taking their prototypes around to areas where homeless folks are known to congregate, and they are effectively measuring the results in the community. So we are very interested

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in that kind of a pilot here, as well. Your point is extremely well taken, and I appreciate you also raising the broader public health issue around hepatitis. That is a huge concern that I have.

**Weber:** This is walks, mayor, in California, it is really scary. I would never want that to happen to Portland. This is my home. I love my city, and I would never want them to bleach our sidewalks to protect our kids.

**Wheeler:** Thank you for coming in. It's nice meeting you. Thank you. So Karla, it's my understanding, and somebody correct me out there if I am wrong, John Thomas, Phyllis Reynolds, Ted Kaye and Tom Cunningham, you are coming up together? Is that your intention or no? I am seeing one no. Sorry?

**Moore-Love:** One at a time.

**Wheeler:** You want one at a time? Very good. You signed up for that. Item 44, please.  
**Item 44.**

**Wheeler:** Good morning.

**John Thompson:** Good morning. My name is John Thompson I am a retired physician as well as a lifelong naturalist. I come bearing good news this morning. The forest park natural resources management plan is working and characteristics of a mature forest and wilderness are beginning to return, in some instances, having been absent for the last 100 years. Slide number one may look like fancy lettuce. It is a rare Lichen *Lobaria pulmonaria* in the 1970's, this was noted to be absent from the park, having disappeared when the park was logged in the last century. It is associated with mature and old growth forest and is a marker for pristine air quality. As our trees have gotten more mature, they have been able to filter the air of particulate matter allowing this lichen to return. I was thrilled when I found it in 2016. It's the opposite of the canary in the coal mine and signals the return of high quality air to the park. Slide number two, many of you will recognize the chanterelles. Mushrooms you see are merely the reproductive structures of a fungus which perform several tasks in the forest. Some function to break down wooded debris returning it to the soil. Others like chanterelles are mycorrhizal, here the filaments of the fungus wrap around the roots of trees and shrubs creating what's been termed the wood-wide web. The interconnections allow plants to trade water, sugars and nutrients and sequester toxins. These relationships characterize maturing forests and are an indicator of returning soil health. I was overjoyed when I found several patches in 2013. My final slide is a rare phantom orchid, so called because it contains no chlorophyll and is entirely dependent on a specific old growth mycorrhizal for its sustenance. It symbolizes the third major characteristic of old growth, inter-dependent relationships. While comprised of many individuals, the forest, itself, is a living entity just as you are composed of many individual cells and an associated micro-biome, and yet form something larger. I found this orchid in 2014 along the wildwood trail near Newbury road. Thanks to the forest park natural resources management plan and division, if you and your predecessors, the park is returning to a mature state and true wilderness because of its connection to the coast range, it's the only park in the city where this could occur. As Portland's population grows, demands of all types will put an ever-increasing pressure on the park for development. Please continue to recognize the unique nature of the park and support the wisdom of the forest park natural resources management plan in all of its requirements. We, too, are part of that interdependent web and our health and wellbeing dependent on it just as the phantom orchid does. I invite you to join me for a walk so I can show you these things first hand. Thank you for listening.

**Wheeler:** Thank you and thank you for sharing the photographs. Those are beautiful.

**Thompson:** Thank you.

**Wheeler:** Next individual, please.

**Item 45.**

**Wheeler:** Good morning.

**Phyllis Reynolds:** Good morning. I am Phyllis Reynolds and I am writing a history of Hoyt arboretum. In the process of doing my research, I came across records left by two curators, Ernie Fisher, who is the curator from 1940 to 1970, and Jim Bray, who is the curator 15 years after that and they both were expressed in their report anger about motorcycles in Hoyt arboretum. The motorcycles destroyed the trails. They destroyed the plant life along and under the trails and they were both very upset. I don't think that there are any motorcycles any more, but there are bikes, but think a minute about the size of the motorcycle tire and a mountain bike tire, and think about the damage that a mountain bike tire can do on a path and then you should think about the trail maintenance that has to take place if there is any kind of a single track trail. It will require constant maintenance because otherwise, you are asking for a landslide in the long run because it makes root. These bike tires will cut roots of trees and destroy the stuff along the sides. Then think about enforcing the bikes to stay on the roots that they are supposed to stay on the routes they're supposed to stay on and how expensive that is, and I know that the parks budget this year, I think, is 15% less than the last year. And so kind of factor in what the expenses would be of trail maintenance on a long trail, constant maintenance, and enforcement. Now, I am a member of the Portland garden club, one of the founders of forest park, and last year they wrote the council members, commissioners a letter supporting the 1995 forest park natural resource plan. They were very vehement about supporting the eight foot wide track for bikes. Now I am dismayed to be sitting here once again before you, begging you to please not do a trump-like maneuver and over rule the 1995 forest park natural resource plan. Thank you.

**Wheeler:** Thank you. Appreciate your testimony. Next individual, please, Karla.

**Item 46.**

**Wheeler:** Good morning.

**Ted Kaye:** Good morning. My name is Ted Kaye, please excuse my cold. I would like to speak about off-road cycling in forest park. I served on the forest park trails policy task force in 1991 to 1992. I believe that the proposals for trail sharing and expanded single track cycling conflict with the environmental, recreational, social, and legal mission of the park. The goals articulated by that task force are now in the forest park natural resources management plan as the trail management goals. They clearly argue against single track bicycle trails and shared use of narrow trails. Specifically, the high speed of bicycles compared to pedestrians, the noise and disruption of the bicycles, and the trail degradation from bicycles all conflict with the stated goals of the park. Specifically, goal one, protect flora, wildlife, and habitat. Goal three, provide for quiet, reflective, spiritual experiences. Goal six, minimize user conflict. Goal seven, promote user safety. And goal nine, protect the system of trails, roads, and fire lanes. Furthermore, illegal bicycle use on trails throughout the park has increased significantly in the past 25 years since those goals were adopted due to a nearly total lack of enforcement of existing laws and the resulting and growing sense of entitlement among many bicyclists. This can only be expected to accelerate if proposals in the off-road cycling master plan are implemented. I believe that those I served with on the forest park trails policy task force would join me in urging you to resist the calls by a small but vocal group to expand off-road cycling in forest park, a unique wilderness within our city limits that merits special protection. Thank you.

**Wheeler:** Thank you. And the last communication item, please, Karla.

**Item 47.**

**Wheeler:** Good morning.

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**Tom Cunningham:** Good morning. Good morning to you. Good morning mayor and fellow commissioners. My name is Tom Cunningham I am a lawyer in town, and I live in northeast Portland. First of all I want to say I appreciate the parks. Just for an example my kids learned how to swim at Grant. I learned how to swim at Montevilla and my parents learned how to swim at Buckman. So we've been supporting the parks for a long, long time. I testify today to oppose the proposed off-road cycling master plan to the extent it relates to any further development in Forest Park. This testimony by the way, I think you may have a copy of. First and foremost, Forest Park is much more one of the nation's largest urban forest, always more than an asset ripe for the plucking by developers. Forest Park represents a unique habitat and wildlife sanctuary that is unparalleled anywhere else in the country. A place where pedestrians and wildlife alike can, "enjoy the peace, solitude, ruggedness, variety, beauty, unpredictability, and unspoiled naturalness of an urban wilderness." This, then, is the vision that the Portlanders affirmed, and by ordinance city council adopted in the Forest Park Natural Resources Plan in 1995. The plan mandates the protection of Forest Park habitat, its soils and water resources. The plan charges park managers with, "a duty to advocate at every level for the protection of park resources, where Forest Park resources maybe affected by the outcome." Briefly, I would like to present the council with four grounds of opposing cycling master plan that would seek to further develop micro-fills in Forest Park. First of all the bike trail development in Forest Park has been fully implemented under the plan. Bikers interest in developing routes in Forest Park were considered years ago as part of a three-year comprehensive planning process, and the result in the plan when the city council adopted the ordinance. During the process of developing the plan, representatives of the off-road biker community set around the same table with biologists and the citizens advisory committee, and with members of the technical advisory committee. Under the plan pedestrians continue to have access to all of the trails in the park and bikers share use of many of those tracks. As a recommendation the park authorized the tracks allowed for bikers to extend more than 29 miles. Now they have 29 miles within Forest Park, itself. I am running out of time. Let me fast forward unless I have permission to extend my presentation. Second biker trail development has been implemented under the parks 2020 vision. Third, promoting further bicycle trail development in Forest Park breaches the duty to protect the Forest Park resources because it fails to first develop other recreational areas, which the plan mandates in order to relieve pressure on Forest Park and reduce user conflict. And fourth, as determined by experts hired by the city, Forest Park is not a suitable site for further off-road development. Those experts did a study under the last February, under the bureau of planning and sustainability, and their assessment was Forest Park South. This site is not suitable for off-road cycling trails because soils on the property do not infiltrate water well, and there is a high risk of landslides.

**Wheeler:** Thank you, Thomas. And all of us here have got a copy of your analysis, so we appreciate it.

**Cunningham:** Pardon me for running late.

**Wheeler:** Not at all. I appreciate you getting through the four main points, sir. Thank you for coming in. We appreciate it. Time certain item 48.

**Fish:** Can we do the consent?

**Wheeler:** Oh, great. Have fully items been pulled from the consent agenda?

**Moore-Love:** Yes, we have had a request for 51 and 52.

**Wheeler:** On the remainder of the consent agenda, please call the roll.

**Fritz:** Aye. **Fish:** Aye. **Saltzman:** Aye. **Eudaly:** Aye.

**Wheeler:** Aye, the consent agenda is adopted. Back to item 48, please.

**Fish:** Karla, was items have been set over on the regular agenda?

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**Moore-Love:** It is 51 and 52.

**Fish:** No, on the regular agenda. What item has been set over.

**Moore-Love:** Oh, I am sorry, you are right.

**Item 56.**

**Moore-Love:** There was the request for bes for item 56 to increase the contract with e builder, inc. By \$746,818 for additional software and license support and training for the capital project management software system to be rescheduled to next Wednesday.

**Wheeler:** Item 54, as well, is going to be pulled back, so if you want to read that.

**Item 54.**

**Wheeler:** Colleagues, just a little commentary on this, this item is being referred back to my office at the request of Portland state university after further discussion with bhr and psu we agreed that there is no need to increase the intergovernmental agreement funding levels right now and I appreciate the concerns and feedback we heard from people at last Wednesday's council session. To that and a new item will be scheduled in February. We will take a four-year look at the master iga for the program, and I certainly look forward to further conversations at that time. Dr. Keisling was, apparently, listening to our conversation last Wednesday and he has indicated to us that he will absolutely be present in February when this comes back to the city council. Dr. Keisling. Fancy, huh? Item 48.

**Item 48.**

**Wheeler:** Commissioner Saltzman.

**Saltzman:** Thank you, mayor. Excuse me. In 2015 the city council voted to make vision zero the official policy of Portland. Vision zero in its essence is to reduce all traffic fatalities, pedestrian fatalities, bicycle fatalities to zero by 2025 and we make it clear when we adopted that plan in 2015, that we would invest the money and take other important steps to realize the vision of a dramatically safer Portland. Throughout 2016, a committee of community members and public officials from the city and the region collaborated to build a road map to get us to that goal of zero and out of that came the vision zero action plan and a commitment that we would work at implementing its 32 action items. One of those action items we promised to pursue was the authority to set our own speed limits on our local roads. We wanted this authority because excessive speed is one of the major factors contributing to traffic deaths, and from our research we knew that if we could get Portlanders to slow down, we would save lives. Well, today with help from representative rob nosse, we are delivering on that promise. As part of our 2017 legislative agenda, we made it a priority to ask the state to give us the authority to lower speed limits on our local streets. Representative nosse, who I believe is here today and will speak shortly, sponsored the legislation that successfully gained Portland this authority to reduce the speeds on its local streets. With this authority in place, it is now a matter of authorizing pbob, the bureau of transportation, to take the necessary steps to make this important change a reality and I know all of you will support that effort. I do want to -- well, I will ask now pbob director Leah treat to come up here and lead off today's presentation, and then we will have representative nosse comment on his efforts and successes in this endeavor, and then Dana Dickman will walk us through the details.

**Saltzman:** Welcome.

**Leah Treat, Director, Portland Bureau of Transportation:** Great, good morning. Thank you, good morning. Commissioner Saltzman, mayor, commissioner Eudaly and Fritz. Thank you very much. It's your leadership that has been so crucial and gotten us to where we are today, so again, thank you again for your support of vision zero. We are poised to make a really significant step today in the city of Portland by making our neighborhood streets safer and more livable by reducing the speed limit to 20 miles per hour. Five miles per hour may not seem like much, but it actually is a big deal. That five miles per hour

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difference is really significant in reducing the severity of crashes. We all know that speed kills. The faster the car is going, the more likely a crash is going to result in the fatalities, so by reducing the rate from 25 to 20 miles per hour, we make it two times more likely a person when survive a crash. So our proposal is primarily around safety, but we also know that the benefits of dropping the speed limits are going to be more than just a reduction in the severity of crashes. We don't use our residential streets just for car travel alone. Our kids play basketball on the street, we have block parties in our streets, our kids walk them to school, bike them to school, they go to a library. So, reducing the speeds also is helping us to make our neighborhood streets more livable. In 2017, pretty staggering statistics, we had 45 people killed by traffic violence in our city, that's one more than the fatalities in 2016, so it's an unfortunate upward tick in our fatalities, and we want to address that. It's significant to point out we had 18 more people die in traffic crashes in our streets than by homicide so reducing that number is what really drives my commitment to this work, and we are making improvements, and I believe that 2018, we are poised to make some very difficult jumps in progress in our actions for the vision zero action plan. This includes not only our proposal today, but we are now going to be installing speed safety cameras on marine drive. Those should come online before the end of January, and we are installing a lot of safer crossings and rapid flashing beacons on high-crash corridors we are making millions of dollars in investments on the high crash corridors like outer division, foster road and outer Halsey and I look forward to coming back to you to brief you on our progress at the end of the year about these big projects, but I also would like to put a marker out that this authority for setting speed limits on a residential streets, I hope, is only the beginning. I would really like to see the city take on in 2019 in the longer legislative session trying to get more authority on our busy streets, our arterials and collectors. Yeah.

\*\*\*\*\*: It will be tough.

**Treat:** Yeah. So I think that's a proper introduction for representative nosse who joined us today who sponsored the legislation, and thank you very much for joining us, I will turn it over to you.

**Representative Rob Nosse:** Thank you for director treat for having me here. Members of council I won't take up much of your time. It was my pleasure to carry the bill, and since I am not on the transportation committee it makes it harder so as we try to get control of more of the high crash corridors we need to find a legislator on the transportation committee to put a little pressure on the chair and odot. I am grateful for the chair of the house transportation committee, and I think speaker Kotek leaned a little bit on her and they leaned a bit on odot, and we did get a compromise. Portland is the only city by statute that is going to be allowed to lower its speed limit. Surprisingly many of the other towns and communities in our state did not want this authority, and I won't get into the dynamics of that, but we did and we were able to carve out an exception for our city in the statutes, and it was my pleasure to carry the bill. I am glad that we are going to make progress on this.

**Treat:** Thank you. Great and with that, I am going to turn it over to dana Dickman to walk through some of the details.

**Dana Dickman, Portland Bureau of Transportation:** Thanks so much, Leah, and thank you, commissioner Saltzman, rep nosse and our legislative team for all of the leadership to bring this bill forward and really make streets safer in Portland. I want to take a moment to thank all the staff that have been working to see that we can implement this in an efficient and timely way. We have had folks from the active transportation division, our vision zero team, traffic operation, maintenance, Portland police, Portland fire, and our communications teams all working to figure out how to do this seamlessly and also a thank you to the community members that have been advocating for safer streets and safe

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speeds in Portland. Today we are really looking at changing speeds to support safe travel on residential streets. These are the streets that most of us live on. This is about 70% of the Portland's transportation network. I will walk through how this change supports our broader safety goals and get into the details about how we are going to do it. The proposed ordinance is fairly simple. As commissioner Saltzman said, we are basically asking for the authority that was granted to us as the, by the legislature to be implemented through this ordinance. We are asking to drop the speeds on all of our residential streets to 20 miles per hour. Sign and installation should take two months, and we are hoping to have all signs switched over and have it take effect by April 1st. Should the ordinance pass today. Part of the reason that we are here today, again, is that we gained authority this summer, but it became effective January 1st, so we've been moving towards starting this process early in the year. I also want to call out this supports broader safety goals that we have, and that we are reducing the speeds not just on residential streets, but on our high crash network, as well so this is combining efforts and really part of a holistic approach. We also know that community members are really concerned about driving speeds on our residential streets. In a recent survey for our pedestrian plan ped pdx it was cited as one of the top three barriers to walking. Even more than high speeds on arterials and collectors and major streets. We also hear regularly from parents and students about their concerns when they are walking to school on residential streets about high speeds and concerns about safety. This fits with our vision zero goals but also as Leah said, really fits with what the community is asking for and broader livability on our neighborhood streets. It, specifically, is called for in our vision zero action plan. This is phase one, as Leah said, of really moving towards a slow and safe Portland. Our speed action, sd-2, specifically asks for gaining local authority to reduce the speeds on local streets. This is just a first piece of that. Let's talk about what do we know when we say residential street? It's not necessary to memorize the ors, you can see, but I just wanted to be clear that there is kind of a technical definition behind this term. First this doesn't include federally classified collectors and arterials. It does not change the speed limits on streets that already have an existing speed order. That language around that this is a five miles per hour reduction on streets with a statutory speed for residential streets, which is currently 25 so those will be brought down to 20. It doesn't impact streets where we have a significant mix of residential and business, this is truly residence, district. So when we think about this, you know, what are Portlanders going to be seeing when they are thinking of residential streets, I think that one of the main things that we can think of is typically there are streets with no center lines. There are also places where bikes and cars tend to share the same space. They are also places where again, as Leah said, these are places where our children play, these are places where the seniors come out and walk, these are the streets that we use to get home, these are the places that we think of when we think of our neighborhood, they really are our collective front yard in Portland. We will have some residential streets that will still be 25. This is a typical place, this is 15th and Belmont. You can see it still has the center line. It has residences on it, but it will also have businesses mixed in, and it functions and is classified as a collector in the street so I want to call that out that not every street that you see people living adjacent to is going to be classified as 20 under this ordinance. This map shows the streets that this will apply to. Obviously, you don't need to read this map. It's intended to show sort of the magnitude of it. It is about 70% of our streets. It's many of the places like, as I said, where we all live. This map shows the streets that will not be affected, and I wanted to point out that this really shows many of our high-crash network streets, but it also shows some of the arterials and collectors that you are using to drive through Portland. So those streets will not be brought down to 20 miles per hour under this ordinances. Again, I want to reiterate what Leah said before that five miles per hour really

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does make a difference. You can see from this graphic that we have used consistently through our discussions about vision zero that a person driving -- or a pedestrian hit at 25 is twice as likely to die from that crash. Speed increases the likelihood of a crash, and also, increases the severity of injuries sustained in the crash. So this goes over a bit of how the timing of the ordinance would be implemented. As I said earlier the sign update is expected to take about two months, as we've been working with our maintenance team. They said that they believe that they can do all of the changeover in February and March. We will be starting and moving through the city based on safety criteria, so we are going to be starting in east Portland moving up to north Portland and moving west to implement all of the signs. Again, we expect that all of those will be complete by April 1st. This is going to be supported by a communication's campaign. There will be two campaigns. One that starts kind of immediately that's getting the word out about the change, and then we have planned a broader speed campaign that will be looking at speeds not just residential speeds, but aligned with our vision zero messaging, and I will talk about that in a minute.

**Fish:** I see you have all the key milestones. What's not on this slide is enforcement. So is that for a future conversation about how you are going to enforce it?

**Dickman:** Yeah. So I would say that our intent is to stick fairly true to the enforcement strategy that we have right now, and Captain Crebs from Portland police will come up and speak later, but we will still continue to focus on the high crash network, but as we get concerned and complaints as we do now through 823-safe we will do some targeted enforcement.

**Fish:** I will just say anecdotally that I was spending time the last couple days in northeast Portland, I was on Fremont, I was in the smaller residential streets, and I was trying to experiment, which is to actually drive to the speed limit and what I got was a lot of angry people behind me gesturing because I was slowing them down and engaging what I thought was dangerous behavior. I fully support what we are doing here, but I think there is a big education piece and a huge enforcement piece because people are not getting the message right now. Some people are not getting the message.

**Dickman:** Thank you.

**Fritz:** Since this is an emergency ordinance, in fact, the speed limit is down to 20 as soon as we pass it, is that correct?

**Dickman:** The way that we have been discussing it internally is that once the speed sign has changed on your street, you should be obeying the sign that there. That's going to roll out through the city, and so what we're trying to message to the public is that everyone should be going 20, whether you see or not, see a sign or not by April 1st because during this period, there will be portions of the city that are signed up as 20, and portions of the city that are still signed as 25.

**Fritz:** There is a lot of streets not signed at all.

**Dickman:** Absolutely and that will continue to be the case.

**Fritz:** So the de facto speed limit as of when we passed this is 20 miles per hour?

**Treat:** I don't know. We will follow up. I don't know if that --

**Dickman:** My understanding based on our discussion with the city attorney is that the 25 miles per hour speed limit signs need to be down before we would want to enforce on those streets.

**Fritz:** Well, yes. There is not a sign likely to be enforcement -- I guess my point is let's get people doing this as soon as possible.

**Dickman:** Agreed.

**Eudaly:** So I have Communication concerns along the same lines as we have really significantly changed our city streets adding bicycle infrastructure and changes for pedestrian safety. I think informing the public has been a challenge. I know that where I

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learned that the speed limit for residential streets is 25 miles per hour is the Oregon driver's manual. So if we have thousands of new drivers coming on the road who have learned that the limit is 25 miles per hour, then in fact, it's 20, I think that's going to be a challenge. So that's something that we need to look at, and I also share the concern that this, I mean, I haven't -- there are no signs in my neighborhood for residential streets speeds and as commissioner Fish mentioned, when you go the speed limit, you can provoke aggressive drivers.

**Dickman:** Let me speak to just a few of the things about the placement of the signs. So one of the things that we are going to be doing is removing about 950 of the existing 25 miles per hour signs, and we are replacing them with about double what we have now, so 2,000 signs. We looked at a method to create a more consistent approach than we currently have to placing residential speed signs. A lot of the signs that are placed around the city are due to various different legacies where we might have a cluster of a bunch in one neighborhood and none in another. So our approach is to create some more consistent signing throughout the city. What we have done is we have looked at street connectivity and places where we believe that there is potential for cut-through. Cul-de-sacs and streets that only go a couple of blocks were sort of immediately tossed out as places where we would absolutely need to sign. Places that are connecting or parallel to larger arterials where we think that there is a signature potential for a cut-through, were immediately flagged as places for signing, and then also places where we expected to see more kind of multi-modal traffic, more pedestrians, places that served large bus stops, schools, parks, were also flagged for signing. So we have a more consistent approach throughout the city, and like I said, we are nearly more than doubling the number of residential speed limit signs through this process.

**Eudaly:** So is there any way to, I mean, do we ask dmV to alter their manual or hand out supplemental material?

**Treat:** It's a really good point that you are raising, and it's something that we have talked about with our task force. I believe it's in our vision zero action plan to try to update the driving test to be more frequent. Right now it's every eight years, and so many things change over eight years, one and two, it's not really reflecting the most current laws, so it's something that we have on our list to take on in the coming years, in the action plan. But also I want to say that to the point of education, I mean, is absolutely true that in order to be effective you need engineering, education, and enforcement. That's the trifecta to get change happening in the city. In April we are going to be launching is a pretty robust education campaign about speed and safety in the city. You will also see in our budget ask we are going to be asking for additional general funds to fund more education and encouragement campaigns for vision zero, especially in east Portland where we have the disproportionate number of crashes.

**Eudaly:** Great and the cut-through issue is huge now with the people using gps. I was coming home from the beach in the snow, and they recommended cut-through in my gps was Germantown road. Luckily we had a four-wheel drive but shortly thereafter the road was closed.

**Dickman:** It's a pretty deep challenge. We are consistently in conversations with folks to see if we can keep them off our greenways and off our school zones. So far we cannot do that, but, we recognize that it is a significant problem. I want to speak a little bit more to at what Leah said about the safety campaign. We have a speed-focused safety campaign that will be launched this spring that will be coordinating with our residential speed 20, but will also be targeted at just getting people to think about their speed city-wide. We know that almost 50% of our crashes have speed, are fatal in serious crashes have speed

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as a factor, and we hear from community members every day that they are concerned about speeding in the city.

**Eudaly:** Thanks.

**Wheeler:** Very good. Any further questions of the panel? Commissioner Fritz?

**Fritz:** Thank you. This question has been asked for me by a constituent, how much does it cost to change the signs?

**Treat:** It's about \$150 per signs, the overall to implement this legislation will be \$300,000, that includes the taking down of the old signs and installing the 2,000 new ones.

**Fritz:** Did you say that 47 deaths last year?

**Treat:** 45.

**Fritz:** 45. Yeah. So if we get half of those, that would be very much money well spent. Currently, there are residential streets where it goes down to 20 by schools. Does the law allow us to further decrease it by schools?

**Nosse:** I don't think so.

**Fritz:** No.

**Treat:** I don't believe so.

**Fritz:** Ok, so that's something that we're going to need. I think that there is a trigger to me, I have got to slow down because there are children, watch out for children. So I think that that's something that we will need to look at even though many schools are on arterials, but there are some that are now.

**Treat:** Yeah.

**Fritz:** We know you can do it, representative. We will be right there behind you.

**Eudaly:** Aren't you glad you came today?

**Nosse:** I am actually.

**Fritz:** I am glad you came. I am always glad when you come. Can we get more reader boards? I have noticed on the arterials, the bus slows down when it is obvious that it is going too fast.

**Dickman:** We just ordered, I think, 11 more that we are placing out, but we've been getting more requests for them for the solar boards that we can move, so that's a great request.

**Fritz:** I would like to encourage us to do that. We are not allowed to have more photo cameras, right? Except in designated places? To me, the encouragement or the awareness, it's all about the education, right. You are going too fast, flash, flash, you are not going too fast, go. Thank you very much. I would very much support those, and I would say not just the ones that move around. There is certain places where we know that people are going to go faster all the time unless they are reminded not to.

**Fish:** Can I ask a question, how flexible are those when you say the reader boards, are those the things that tell you what your speed is? The two I am familiar with are the one near the university of Portland along the bluff when you are heading back downtown and you make the turn, there is a big sign that tells you your speed, and there is one near legacy Emanuel on the west side of the hospital, there is a sign. Would it be possible to program it so it says this is your speed and this is the fine you will be charged if you pull over? I sometimes think people disconnect from what the punishment is, and I have often wanted to go up to the person who does an illegal u-turn in a intersection and is on their phone and pull them over and say, I just did a rough back of the envelope, that will be \$1,000, so let's be a little more careful, because I don't think that people connect, necessarily, to the fine.

**Treat:** So commissioner Saltzman, actually, asked us the same question when we were preparing for this, and the speed reader boards are not able to be programmed, the technology doesn't exist to do that. Unfortunately.

**Fritz:** Isn't the fine always the same?

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**Nosse:** No. Like if you are talking on your cell phone, it starts out sort of a low level, and it increases pretty significantly.

**Fritz:** But the speeding fine?

**Nosse:** That, I don't know.

**Fritz:** So we could have -- we couldn't have a change in it. Somebody knows the answer to this, and they will come up and tell us later, but you could have a sign, or a sign that would say minimum fine, x.

**Saltzman:** We have some expertise here.

**Ty Engstrom, Portland Police Bureau:** I will just answer that quick question for you.

**Wheeler:** Can you state your name?

**Engstrom:** Sergeant ty Engstrom, traffic division, Portland police, it goes up in 10 miles per hour increments, the fine so you have a class a violation is the highest, b, c, and d is the lowest so d would be 1-10 miles per hour over the speed limit, and so forth on up. The fines go from you know, down to the low 100s to mid 100s, class b is 270, and then all the way up to 440, I believe.

**Fritz:** We could put a sign that says fine, and then put the range the lowest to the highest.

**Engstrom:** So it could be color coordinated or something, but there are several different fines for all of the different violations.

**Fritz:** Commissioner Fish, I think that's a really good idea.

**Fish:** Well someday when we become a quote/unquote smart city, the board will say nick, slow down, or else, and it will show up on my inbox at home, the ticket, you know, the admonishment.

**Nosse:** That will be a different meaning.

**Wheeler:** Can I ask you a question about the signs? I was not clear on one detail. You are taking down the 25 miles per hour signs. Are those then going to become the 20 miles per hour signs, or what happens to those signs?

**Treat:** We have -- we make our signs in-house. We have a big sign shop, and it will go into our inventory to be reused.

**Wheeler:** Very good, excellent, glad to hear it. Thank you. Any other questions of the panel? Is there a second panel, Leah? Is there a second panel Leah.

**Treat:** I don't think so.

**Wheeler:** We have captain crebs

**Dickman:** There is testimony.

**Saltzman:** Oh he's going to testify okay.

**Wheeler:** You are going to testify -- if you want to come up first, captain.

**Saltzman:** Thank you, representative nosse for your leadership.

**Nosse:** I will go back to my other job.

**Wheeler:** Thank you very much.

**Nosse:** I would like to stay and watch you vote on this, but I do appreciate it.

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

**Wheeler:** Come on up captain.

**Mike Crebs, Portland Police Bureau:** Good morning mayor and commissioner, I am mike Crebs, the captain of the traffic division and I support this 100%. You heard folks talk about how it can reduce injury and prevent maybe a fatal crash. I am telling you it could prevent a crash. When you are driving 25 miles per hour, it takes you 59 feet to stop from the time that you see the issue going on, you think about it, apply your brake and come to a stop, it's 59 feet. At 20 miles per hour it's 42 feet. That's an entire car length, so you can see, I see commercials, like insurance commercials, and you will see a car drive down, there will be a collision and they rewind it, and if you rewind it going 20 miles per hour, instead of 25, there will be no collision and so I think that not only will it reduce the injuries and the

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fatalities, it will reduce collisions overall. To the point of, of enforcement, I know commissioner Fish brought that up, and that is a concern of mine, also. What I see here going on is that we will continue to enforce on the major crash corridors. I also have, you mentioned, you saw sergeant ty Engstrom. Ty is in charge of our trackets, and Ty assigns police officers when is someone calls in and says hey, I have speeders on my residential street. Ty assigns that to a police officer, they go out and they do some radar, they do some enforcement. We also do missions on the residential streets, too. I can't tell you I am going to increase enforcement on the streets. The enforcement will stay about the same. One thing, I think, is important, too, is that there are some people that will just always speed. That's just what they do and they will drive five miles per hour over the speed limit. So think about this. So if we did it reduce right now, the speed limit is 25, most of those speeders are probably traveling 30, 32, something like that. If we reduce it by five miles per hour, it's likely they will be driving 25 or 27 miles per hour, so I think that most folks will try to push it a bit, but I think with the reduction of speed, people will try to get as close as possible to that 20. I think if you were to ask everyone in this room right now, I think most folks probably drive as close as they can to the speed limit. I know that there is the outliers and stuff like that, but I think this 20 miles an hour speed limit will slow the speeders down, too. One thing to keep in mind is the majority of folks driving on a residential street are your friends and neighbors. So there is also peer pressure. I guarantee you your neighbors know what kind of car you drive and you know what kind of car your neighbor's drive, so it's a bit of a peer pressure thing, like I can't believe joe is speeding down the street, the speed limit is 25. So I think the peer pressure is not so much peer pressure on division or something like that, but you could be on a residential street, you know who travel that street, and I know that there is some peer pressure involved, too. You know, it's -- this is a long time coming. Sometimes folks will say, does it take a fatal crash to make changes? Well, no, actually we are being proactive. Let's change it now before we have a series of fatal crashes on our residential street. This is a big deal folks, I'm telling you I've been a cop now for 37 years and I've been at multiple fatal crashes and I don't want to see any more and I think, I feel confident that this will prevent somebody from getting killed or seriously injured or a collision at all. So questions? I hope that -- it's a big deal. I am happy for this.

**Wheeler:** Great, thank you. Thank you, captain.

**Crebs:** Thank you.

**Wheeler:** Appreciate it, very much. How many folks do we have signed up, Karla?

**Moore-Love:** We have ten left.

**Wheeler:** Very good. Next three, please.

**Mary Sipe:** Good morning.

**Wheeler:** Good morning.

**Sipe:** I will get right to it, keep things moving. I am Mary sipe, and I just want to say I fully support this. I think it's a great idea. I want to compliment everybody that's been involved in this. My expertise during my career was in project management and organizational development and the amount of comprehensive information that was made available by commissioner Saltzman on the web, what was available on the agenda item, and the information that's been given here today, I think is just incredible. It gives a wonderful background of how we got here, and the planning of the project, the implementation of the project -- you guys should all get gold stars. I think it's incredible and it gives me a lot of confidence that this is possibly going to be effective. I do want to echo some of the sentiments of commissioner Fish. Your concerns about communication and enforcement, I think that that's the first thing that came to everybody's mind probably when they learned about this and one of the things that I was sitting here thinking about, we were talking

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about the reader boards. It's really funny when you are driving on the freeway, you look at your speedometer often because you know that there is state cops and you don't want to get a ticket, but if you think about when you driver around the city, how often do you look at your speedometer? I think it would be interesting because these reader boards, I believe that every vehicle that is operating on the road has a speedometer. They have these big digital ones now, and I think that we all have the ability to know just how fast we are going, if we just take a look at the speedometer and I was thinking that maybe part of the communications rollout could be a slogan of something like, check your speed, or something of that nature. Don't drive around waiting for a reader board to tell you how fast you are going, be aware of how fast you are going. Think about that as somebody who walks everywhere and no longer has a vehicle, I can tell you that it is treacherous out there and when people are driving, they are not looking for pedestrians. They are looking for cars and if there is a car, they slow down, stop, you know, but if there is a pedestrian, they just don't even see you there. I think that this whole idea of reducing the possibility of even having a collision or, you know, the intensity of injuries or potential fatalities, by reducing by 5 miles per hour is an incredible thing to think about, and I think that it also kind of -- I saw this picture in my mind about as a society just in general terms, we all need to slow down by 5 miles an hour in our whole -- everything we do in life because that's what I see on our roads. Rush. Rush. Rush. Everybody is under pressure. You have got to get here by now and you got to do this and do that. There is so much traffic and blah, blah, blah, and everybody by the time you get to where you are going, you have no idea what transpired during that say 15 or 20-minute drive that you just took. We are just all so preoccupied and distracted. So everybody, slow down. Take a deep breath. Perfect timing.

**Wheeler:** Perfect timing. Perfect message. Thank you. Good morning.

**Terry Parker:** Good morning. Thank you for the opportunity to testify. My name is Terry parker I live in northeast Portland. I support the concept, however reducing the posted speed from 20 to 25 on residential streets is more of a feel good pressure than a reality check addressing a problem. The majority of crashes that involve fatalities take place on high volume thoroughfares. Even with unprecedented population growth and higher densities, pbot has been reducing motor vehicle capacity, more cut-through traffic with higher speeds on residential streets is a self induced by-product from road diets and forced feeding alternative mode infrastructure down every city thoroughfare. Reducing motor vehicle travel lanes on, such as on foster road will not only create more congestion and thereby more emissions, but the dollars will be wasted, and it will create more problems elsewhere, including on residential streets that will likely include spending more money that may or may not solve anything. Even though bicycle activists like to use quirky sound bytes like 20 is plenty, most drivers actually abide by traffic control devices and the basic rules of the road, thereby driving within the speeds that the road conditions allow. On the other hand because there is little to no enforcement or fines, the majority of bicyclists disregard the stop signs, disobey the traffic signals and otherwise snub the rules of the road. All too often this mayhem includes a bicyclist getting killed or somebody getting hurt because a bicyclist is riding faster than the conditions warrant and cannot stop in time when something blocks the line of travel. An example of this occurred on interstate avenue hill where a speeding bicyclist was unable to stop and killed running into a garbage truck. Instead of altering a bike lane to slow down bicyclists, pbot added infrastructure to eliminate right turns where the crash occurred. For bike paths adjacent to parks and on multi-use infrastructure shared with the pedestrians, bicyclists need to travel no faster than walking speed, indeed. With continued population growth and self driving cars in the horizon, there is an immediate need to increase motor vehicle infrastructure and make more room for cars. City-wide. Pbot and the city also need to divest from the car hater

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mindset and the attempts to create socially engineered a bicycle centric society. Not everyone, including seniors can or wants to ride a bicycle, instead of profiling motorists, if vision zero was to become close to a reality, motorists must be proportionately and adequately represented at the table on all pbot committees. Bicyclists must accept the responsibility of compliance with all traffic laws, and pedestrians must be better educated about looking both ways and making eye contact with drivers before crossing streets. Additionally, just like with seat belts, bicycle helmets need to be made mandatory for all riders, and one other note I didn't put in my thing, and is that these new streetlights, you can't see pedestrians at night in dark clothing like you could with the old ones. I noticed it immediately. Thank you.

**Wheeler:** Thank you, sir. Good morning.

**Jim Whittenberg:** The reason that I am here right now is on December 19th I contracted rsv, which is a virus, respiratory virus. The sickest that I have ever been. My heart attack and my stroke were nothing compared to this disease. I've been in and out of the hospital trying to resolve it. That's why I wear the mask because I had a coughing time this morning. It's a childhood disease, they tell me, in the hospital. I must be going through my second childhood now, so this confirms it. So I never go anywhere without my, without my Dextromethorphan and Guaifenesin anymore. I have this little sign because when going through the papers, I had plenty of time the last month that I've been home, I have gone out twice for a total of about three hours. This started, this signage started with a big sign, which many of you have seen was started in 1998. 1998, 20 years ago, its taken 20 years to get to the city council to acknowledge this is a problem in the legislature. I am a very patient, determined guy. I've been in lobbying for 50 years. So I so I sat down with Tom Hartung in Salem 50 years ago, I was thinking, they have not killed me yet so I suppose it's still going. The first time that I was in the city hall was with terry shrunk, the mayor of the town and he brought me in because he was upset about the drug problem, and that we started a group with terry baker and Jim corella, and he wanted to know more about it and he sent a policeman out to get me and brought me into the city hall, the first time that I told you was in Salem was 1998. That hooked me on politics because we were doing something, and I quit the pharmacy, and got divorced at the same time because I wasn't making enough money, I suppose. Now what I am most concerned about is I lived on Hawthorne street 20 years ago. On 22nd to the 20th was an area that I couldn't get across the street because of the traffic. They were going 60 -- 30 miles per hour, which is the speed limit, they were going 60 miles per hour down that street. 50 and 60, and I could not get across so I had to go down to 20th to cross the street to get to the bus. I used to ride the bus all the time. I didn't have an automobile at that time. I am living with a bunch of people that can't get two nickels to rub together right now in the unthank plaza. I wanted to see what four people that had experience in this town and believe me it's awful. They saw you on television, the other night, and it made them angry. It made them really angry. I had never seen any of you in unthank three years that I've been there.

**Wheeler:** Thank you.

**Whittenberg:** Three years, you have never stepped in the doors of that place. You should come out and see how the other people live. The people that don't make \$100,000 a year.

**Wheeler:** Thank you.

**Whittenberg:** It's hard to acknowledge that people can be that poor and still be citizens but watch, I don't go out at night anymore because of the traffic, I don't go to movies, I don't go to events. So I don't spend any money on appeals so Tim boyle and some of those people are never going to get any money from me. I just don't have the money any more to spend there.

**Wheeler:** Thank you. Thank you, sir.

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**Whittenberg:** Last thing I am going to say is I like all of you people. You have a hard job. I know how hard it is.

**Wheeler:** It gets harder by the second.

**Whittenberg:** I appreciated what you do for the city. I even like Dan Saltzman, as ornery as he can be sometimes we haven't talked much and I like Nick. Chloe has not given me much time but I will work on it, if I live long enough, she will like me as a friend, too. Last thing I want to say is if anyone knows how to get a hold of the guy that used to be here, his name is Charlie Hales, I have his Christmas card for him, which I have not been able to deliver.

**Wheeler:** Thank you. Thank you, sir.

**Fish:** I know where Charlie is today, in a sailboat off of Haiti. So you will have to wait until he comes back.

**Wheeler:** Thank you. Next three, please. Appreciate your testimony.

**Moore-Love:** Craig Rogers, Shedrick Wilkins, and I think it's lightning, did you sign up?

**Lightning:** Yes.

**Moore-Love:** That's your name? Then lightning.

**Wheeler:** Very good.

**Wheeler:** Good morning.

**Shedrick Wilkins:** Oh, me, first? I thought he was first.

**Wheeler:** You sat down first.

**Wilkins:** I am Shedrick Wilkins. This is my philosophy about this, as we need to have more cameras on side streets. This is in answer to Commissioner Fritz's concern about Sandy Boulevard. I'm saying these main arterials are known to be traffic and people are alert when they are around it. I think most dangerous driving occurs when people get off Sandy Boulevard, and they are sneaking up to avoid schools, they want to speed down the road and get to work, right and that's where the danger is and you should put a lot of cameras there. I don't believe in the flash camera photographic system. I think that there should -- pbot should have a machine vision, that can identify these cars and possibly -- and I believe in the people that -- in certain circumstances, people might overdrive but I worry about the people that think that they can do it all the time. The more cameras you have on these side roads, you can fine these people, send them a warning and then the police can predict when they are going to be there again, and give them a ticket and I think that's the best way to handle this and I think that the news should report on the fact that certain places are getting ticketed drivers. Like slow down. You know. I really worry about the people that do it all the time, and they are, their only concern is getting to work and not being late and you can get up a little earlier, right. Ok and they keep doing it all the time and obviously, these people are smart enough to know that they can drive down Sandy Boulevard and avoid a school, they are that smart. They will drive on the other road near the school and go 30 miles per hour. Right. Also if you have self driving cars, you better have cameras monitoring them, too. Cause the argument is, if I was a computer programmer, these things react faster so they can go faster. They will just hit 20. Right. And they are not adjusting for traffic. So if you ever release these self driving cars you better have a lot of cameras while we are watching them. Number three is if there is an earthquake in Portland, you might want to monitor the side roads and see which roads are really hit by the earthquake, like the sidewalks. So the police will know where to adjust the traffic so in an earthquake they won't hit, fall off of a dangerous part of the road that's cracked. I worry about self driving cars, they could be monitored with electronic technology in the first place and it's the side roads that I really see. I know a friend, he goes fast on a side road. He's smart enough, but he really is going to go fast, so he can get to work. If he woke up a little earlier he would not be doing it. Ok.

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**Wheeler:** Thank you. Good morning.

**Craig Rogers:** My name is Craig Rogers I live in east Portland and I am really happy to be here on this subject that it's come forward. I wrote this phrase before Leah used it and it's a good thing that we're both on the same page because this is a beginning of a long conversation which involves enforcement, a change of attitude towards attention and respect. When I was two years old, I ran everywhere that I went. My sister was in the house, she calls me and I go running into the house. My mom just waxed the floor and I broke my leg. If I am at the top of the driveway and the ball rolls down into the street, I am after it. So this is a good thing. About four years ago during a budgetary hearing, there was a young lady over here that with regards to the arts, to show where the money goes, she recited a poem that she wrote and she was in one of those lean-back chairs and she was incredible with how well she selected maneuver it. She came up there and recited a poem, she said, and I don't think that there was a dry eye in the place. Me, because this was going on, I am thinking how is she going to get across the streets? And this is a step in the right direction. Where I live at 111th and Yamhill, you can google it, there is two steep streets coming down like that, they call it Thrill Hill, and I have seen cars come down there and try and do the four-wheel drift and end up in the yard. About two years ago, I am outside, chambers and I'm talking with Crebs and I am telling him, this idea of mine. Where it's high visible where Burnside, and Sandy come together, on the east side, and since there ought to be a billboard up there. It has a quote, by Mahatma Gandhi, and it is simply this, there is more to life than increasing its speed and he said do it. He said do it. That's what we are going to have to do, is work on changing the attitude of the citizens behind the wheel. Thank you for your time.

**Wheeler:** Thank you. Appreciate it. Good morning.

**Lightning:** Good morning. My name is Lightning 4r5l represent lightning super watchdog x. Some of the studies that were given on the ability to hit your brakes at a certain amount of feet, say 25 miles per hour, 59 feet, 20 to 42 feet, so I tried to do an estimate of 15 miles per hour to maybe 25 feet. 10 to maybe 20 feet. Now those are interesting calculations when you are analyzing data, is that I guess my response to that type of data is are these people able to hit their brakes in a reasonable manner at any speed? And why I am saying that is the issues that we're dealing with throughout the city on impaired drivers, number one, on what they might be impaired with. A lot of the things that we are seeing right now being passed even at city council could have an effect on their ability to hit those brakes at any time in a reasonable manner. So we are talking the speed right now, which in a residential setting, I agree on that issue, on, especially for the children and again, was brought up to the seniors. Again, I am looking at more of the aspect of making sure that people have that ability to hit those brakes in a timely manner period. They are not impaired in any way. I think you understand what I am talking about and I don't have to go into certain areas on that, but I am very focused on that. Issue number two is that I understand that what's passed, Hb2682 and 2017. Now in the media they said that they had the signs made. Now if I were to sit here and say to you, don't pass this ordinance today because I think that commissioner Eudaly brought up a really good point on the DMV aspect of it. I would like to see that put in writing immediately before this was even passed because I think that's very important to people reading that information and then going out and possibly breaking the law, but it says it right in the pamphlet I am following what's in the DMV pamphlet. That has to be changed immediately in my opinion before the sign goes up. So I am asking you not to do an emergency vote on this today and possibly follow a bit farther on what commissioner Eudaly said and have contact with the DMV and also a bit of input from the city attorneys on this issue. Another thing that I might have a problem with, it is stated in the publication today that Portland Bureau of Transportation PBOT already has

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approximately 2,000 signs with the lower speed limit ready to be installed, well here's the problem that I have with this. I am the public maybe saying don't approve this and I hope that you are not already making these signs with the intent you have all approved this yet. I have a problem with that and that's called protocol and that's called listening to the public, respecting what the public has to say before you make your final vote. So again, as stated by publication, they have made these signs before you made a vote, I am not very happy about this as a watchdog, and I am watching you very close on what you are doing. Thank you for allowing my time.

**Wheeler:** Thank you for your testimony. Next three, please. Morning, sir.

**Dan Brame:** Good morning. Should we go in the order we were called? I am first.

**Wheeler:** You are first. You might as well go ahead.

**Brame:** My name is dan brame, I live in northeast Portland, and I am a father, a grandfather, my kids, grandkids live in northeast Portland, I am also a retired transportation engineer with 45 years of experience. I would like to briefly cover some of my experience to explain to you where I am coming from. My first time out of college, I have a bachelor's degree, a masters degree in transportation, and I will come back to that in a minute. My first job was in Georgia dot as a district traffic and safety engineer. I focused on engineering solutions geared towards accident prevention. I am sure that you are familiar with the three eee's enforcement, engineering, education, and my focus has been engineering for accidents for my total career. First half of my career was in the public sector. From dot to teaching college for a few years, and my last public Service, I focused at the city of Orlando as the director of transportation. Second half of my career has been in the private sector as a consultant. Now I am here not to dispute the physics. We know the physics, speed kills, lower speed, reaction times, that's a given, I am here to talk about the big if, if we can reduce the speeds. My experience, my research on a personal level, the master's degree that I mentioned, I did research on the impact of changing speed limit signs on speeds. I sat out and collected the speed data, and in a scientific, rigorous manner, got an a in the course and looking at 35, 30, and 25 miles per hour speed limit signs, . Only changing the speed limit sign from 25 to 20 will have no impact on speed. Don't trust my research, yes, it's 45 years old, go online do your own research. As my grandmother used to say if wishes were horses we would all take a ride. If it would lower speed I would be all for it. The real issue is the congestion on arterials, cut-through traffic and conditions along the roadway. When we have a specific problem anywhere on our streets including residential streets speed limits and a lot of other tools, dynamics signs should be applied to that problem. You may say, Dan, what's the problem? If it doesn't work at least we tried. The problem is it will breed disrespect for speed limit signs elsewhere. Speed limit signs are an important tool to your traffic safety staff where needed to warn of that curve. The dynamic speed sign that can be very effective in helping do this. Those signs have effectiveness but the speed limit change from 25 to 20, especially on the blanket level that's proposed, will breed disrespect for speed limit signs elsewhere and I urge you not to do that, it will also give a false sense of security. Maybe you ought to instead consider a pilot program and see for yourself if changing the speed limit sign gives us the result. I'm all for the result. This is the wrong way to do it.

**Wheeler:** Thank you, sir. Good morning.

**Joe Walsh:** Good morning. For the record my name is joe Walsh I represent individuals for justice. We fully support the idea of lowering the speed limits in order to save lives. I mean, who would be against that? The problem with this is this a reasonable approach? You're going from 25 down to 20, 17 seems to be the maximum that if you go to 17 you should some results. Not 20 but at 17. So our question is this. you have two items on the agenda. One is to lower the speed down to 20, which we support, and another one is to

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get overtime for the traffic cops to write the tickets. Number 53 asked for overtime to write tickets. We thought that was comical that you would do that.

**Wheeler:** Mr. Walsh, Mr. Walsh, I would like --

**Walsh:** Don't interrupt me, please.

**Wheeler:** Excuse me, sir. You are out of order. Take a seat. Take a seat.

**Walsh:** No.

**Wheeler:** Take a seat.

**Walsh:** No.

**Wheeler:** This is an interruption in violation of council rules. If you do not take a seat you'll be asked to leave.

**Walsh:** You won't let me finish and you lie all the time. Let me finish my statement.

**Wheeler:** We'll take a five-minute recess.

**At 11:04 a.m. council recessed.**

**At 11:08 a.m. council reconvened.**

**Wheeler:** I just want to clarify as to why Mr. Walsh was removed as you recall at the beginning of council I read what the council rules and I was very clear on what those rules were one of those rule includes if you're going to provide testimony, provide testimony on the item that is actually at hand and Mr. Walsh was trying to comment on the next ordinance. We have not presented the ordinance, staff has not had an opportunity to explain what the ordinance was and in fairness to staff they should have the opportunity to present the ordinance, then have public testimony on that ordinance. Mr. Walsh was unwilling to do that. I prefer him to stay here in chamber. I do not like kicking Mr. Walsh out but in this case it was obvious he was not in agreement with me but as presiding officer, the one who is responsible for enforcing council rules I felt it was necessary to do that. I apologize to everyone for that disruption. You have been very patient. It's good to see you again. Thank you for being here.

**Gerik Kransky:** Thank you, mayor, commissioners. My name is Gerik Kransky and I'm here representing the street trust. I appreciate the opportunity to have a conversation with you about this ordinance and there's been a really robust discussion here at council today about the merits of reducing speeds to save lives on our streets. So I won't belabor all the fantastic points that have been covered. I'll say thank you for the work you've done to get us to this point and please do more. At the street trust we are committed to the principle of vision zero, which is reducing our serious injuries and fatalities on our streets to zero. We have been working with community groups on a pilot program as far back as 2011 so we have been thrilled to see the evolution the city has taken in its approach toward making our street safe as representatives of people who are walking and riding bikes and using transit to get around these are essential sort of life changes that can make our community much more approachable and accessible for people as they get around to meet their daily needs, so it's fantastic. We know this is just a first step. While it will increase safety on over 70% of our streets we have more work to do on high crash corridors and so we definitely want to represent the 673 people that we were able to engage with in just the last two weeks when we saw that this ordinance was coming up at council a bunch of folks immediately signed on to a petition of support that I shared with all of you. I wanted to take a moment in council chambers to honor those 673 people who are supporting the ordinance and asking for more. Thank you so much.

**Wheeler:** Thank you. Is that the end of public testimony?

**Moore-Love:** I show one more. Rob Nosse.

**Wheeler:** That's representative Nosse he also spoke. Very good. Would you like staff to answer any further questions? Please call the roll.

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**Fritz:** Thanks very much to representative Nosse for speaking to Kotek for their leadership in getting permission to do this that was huge. Thank you, commissioner Saltzman, for your lobbying on that and also bringing this ordinance forward. Thank you director Treat and Dana Dickman for your excellent work on this. I have now lost three family members to be traffic crashes involving speed and the people who say that this won't work, it might. I would ask everyone who drives to think of do you want to be the driver that causes a traffic fatality? And if staying at a reasonable speed will decrease the likelihood that you will cause that crash I would suggest that that is in your best interests to do that as well as in everybody else's on the streets. Commander Crebs you gave me the only smile of this hearing in that you mentioned peer pressure in that most drivers on your local streets are your neighbors. I would suggest if you need any encouragement to drive safely on local streets get yourself an inferno red car, put flames on the side and about 30 bumper stickers on the back. There's no doubt to my neighbors when I'm driving down the street and I'm very well aware of that. I take transit to work every day so I won't be driving down my street in in the near future and when I do I will immediately start driving 20. Mary sipe, thank you for your comment that we already have reader boards that call the speedometers. I know it's very important to look. There's a reason for speed limits and especially on local and arterial and collector streets. It's really important to monitor your own speed and do what you are supposed to do. I believe that most Portlanders do the right thing if they know what they are supposed to do and it's definitely the right thing to start driving 20 miles an hour on local streets. Thank you for your work. Aye.

**Fish:** I want to second everything commissioner Fritz just said. Dan thank you for bringing this forward and for the diligent work to bring it forward. Leah Treat, thank you for the staff presentation and staff work. My friend Randall Edwards called the other day and his father died, his father died at age 84 and a number of us have had the chance to meet Randall's dad over the years. I said, what a blessing that he lived long enough to see you and Julia get married, he got to know his grandchildren, he lived a full life. What we're talking about in preventing unnecessary deaths on our streets and our arterials is preventing families from being torn apart by the tragedy of a completely preventable death. Commissioner Fritz has experienced unspeakable tragedy. At age 11 my family buried my mother. My mother never got to see her son get married, have children, seek public office, and my children were robbed of the chance to have a loving grandmother in their life. We know that there's a problem and we know there's lots of ways of going to fix the problem. The question is do we have the will to implement them and we can argue about whether it's 20 or 25 or what level enforcement but my view on vision zero is let's take all the best ideas and implement them. If we save a life, if we prevent someone from going through the horror of burying a loved one we have done something important. As to the notion that we can't change behavior I do think we can change behavior. I think we do it through peer pressure and community pressure and setting an example. How about setting an example like put your god damn phone down when you drive. For some reason my phone now says it can't be used while I'm driving. I think my daughter put some app on it. [laughter] but that's the best technological innovation I have ever seen. My phone is offline when I'm driving. I can't use it. I hope everyone considers doing that.

**Fritz:** Actually I made a corporation put that on your phone not your daughter.

**Fish:** I think it was a good idea. Thank you for your good work and I will continue during Dan's tenure at pbot and whoever succeeds him I will continue to support vision zero. Aye.

**Saltzman:** Well, I want to once again thank representative rob Nosse for his leadership, and thank the Oregon legislature and the governor for making this the law of Portland. This does only apply to Portland and I do want to thank the bureau of transportation and Portland police, traffic division, for all the hard work you're doing to make vision zero a

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reality. It's a real challenge to eliminate all fatalities by 2025 as we have seen with the increase in fatalities just from last year to this year. With more people living closer together and people disobeying speed limits and other traffic laws it's a more hazardous environment particularly for pedestrians and bicyclists these days. I think this will be in effect. I think as commissioner Fish said most people do want to respect the law. Obey the law. I do think that this will have as we heard from captain Crebs this can and director treat, this can really reduce injuries or fatality of somebody hit at a given speed 25 versus 20. so it's definitely a move worth making. I was intrigued by commissioner Eudaly's reference to the Oregon driver's manual and I'll confess it's been a long time since I have read the Oregon drivers manual, but I do recall somewhere in there I think it says obey posted speed limits first and foremost then 25 is the rule of the road. So I do think we need to try to fix that issue, but I do think the basic admonition there is obey posted speed limits. Pleased to support this. Aye.

**Eudaly:** I'm also pleased to support this item. You're in for a treat, commissioner Saltzman because I looked up the Oregon driver's manual, and what it says is the following speeds are set in law for the specified areas whether posted or not. They apply unless a different speed is posted, so obviously that affords us the ability to change speeds. I am concerned just with the lack of posting in a lot of neighborhoods, and certainly wouldn't want to see people unfairly ticketed for driving the previous limit. I'm really interested in that communications campaign and happy to assist however we can. I vote aye.

**Wheeler:** First of all, let me say, commissioner Saltzman, I think this is extremely important work. I very much appreciate you and your team's efforts on this. I think it's great and I support the comments that my colleagues have made with regard to the governor and the legislature for allowing us to open up this opportunity. A couple of issues from my perspective, first as police commissioner I get more information on the number of accidents that happen in this community that go beyond the deaths that are well publicized. People are hit in crosswalks and getting across streets and other activities on the streets on a very regular basis in this community and government obviously has tools at its disposal. We have talked about engineering, about education, about enforcement. I believe this is an important step towards reducing the kinds of interactions that we're having on our street that are leading to some of the negative news stories about how safe our community actually is and I know that there will be those who say this is the government intervening and trying to change our behavior. I want to be clear. That is exactly right, but the truth is government shouldn't have to come in to change behavior. We shouldn't have to be taking this action. The reason we're doing it is because people are not using the two most valuable tools they have to reduce accidents and injuries on our streets and that is a reasonable schedule and the clock that you need to make sure that you are running on time. If you leave home late for something that you have scheduled that you're going to drive faster than you need to, so really I hope the communications program is have a reasonable schedule, know how long it takes to get from point a to point b, and look at the clock and leave on time don't leave late. So many of these accidents people say after the fact oh, my gosh, I didn't mean to run this person over, I was running late and that is epidemic in our society. We're all over scheduled. We're all super busy, we're always running late. The busier and later you are the more you're not thinking about what you should be thinking about, which is driving the car and doing so in a safe manner. So this is one tool that we are using but it's not the most important tool. The most important tool is ultimately the decisions we make as drivers before and while we get behind the wheel of an automobile. So again, Dan, super work. Very impressive work. Thank you. I vote aye. The ordinance is adopted. Item number 49.

**Item 49.**

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**Wheeler:** Commissioner Saltzman.

**Saltzman:** It's a pleasure to bring forward the ordinance to create the local government district at southeast 80th and mill street. As a reminder just over a month ago we passed a resolution stating our intent to form this local district making it clear we felt property owners would support it including Portland public schools as this improves streets around Bridger elementary. In subsequent months lid administrator Andrew Aebi has been doing what Andrew does best, garnering that support from adjacent property owners. We have 22 letters in support to be exact. In the course of that effort some unique wrinkles have been encountered and Andrew will walk us through those with an amendment. It's also important to note that this will be the fourth currently formed lid that integrates street, storm water, pedestrian and sanitary sewer infrastructure in one project. Thus stretching property owners' lid dollars and bes ratepayer dollars to their full potential. I'll turn it over to Andrew.

**Andrew Aebi, Portland Bureau of Transportation:** Thank you, commissioner Saltzman. Andrew Aebi, local improvement district administrator. I passed out three things for you one is a hard copy of the presentation I'm going to give. Another was the letter of support from trimet. This project is very close to the number 72 bus line, which is the second most heavily used bus line in the system and then I also passed out an amendment which I'll walk you through momentarily. Commissioner Saltzman, I'm sorry you weren't able to join us last month when you were ill but very pleased to report this has been a good partnership not only with property owners but with odot. They replaced a traffic signal at 82nd and mill and installed new curb ramps so that's an expense we don't need to bear with the lid. Just a quick recap of what we're doing on mill street and what the cip coordination is, the bureau of environmental services is replacing an undersized sanitary sewer line. Rather than putting a beautiful trench down the middle of the street that would fall apart relatively quickly we're instead going to use those bes funds to buy down the cost of the lid for the property owners and fully reconstruct the street with curbs, drainage and sidewalks. At the December council hearing I showed you a wonderful video produced by Rachel Kimbrow, she is here today and I believe will be offering testimony. I had not planned to rerun that video out of respect for your time, but I think the other council members recall that very compelling video. So these are some pictures that I took on southeast 80th avenue. These particular pictures are along Slavic Emanuel church. They did submit a remonstrance which was subsequently withdrawn and I can walk you through those amendments. I want to repeat what a nearby middle school principal said. He said to watch my students come to school with wet shoes, knowing that those are their only shoes because they have a journey to school that involves walking through water is heartbreaking to me. I think it's an assault on their basic dignity to have to live like that because there are not amenities that most communities take for granted. So this is a map of the 80th and mill lid. You can see we completely closed the gap of unpaved streets, no drainage and no sidewalks down to north of grant street. Then finally I want to walk you through the amendment that I passed out. I really appreciate the many discussions this month and last month with Slavic church Emanuel. They are a very rich congregation rich in terms of cultural diversity they bring to the city. They have extended me a warm welcome in working with me on this lid and I appreciate that very much. They have 1300 parishioners, many of whom are talented in many different fields including several who have done street construction for various municipalities. They just wanted the option to take the pbot design that we will prepare and then build their own frontage using their own skills to do that. So I verified this with the city attorney we're fine with this in concept. In effect what happens is that the lid will act as backstop in that if they don't construct their frontage the lid will step in and build their frontage, but otherwise we're affording them the opportunity to build their frontage under permit. We built them from sdc fund toward the

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design of this project and we will credit those funds towards the design of the frontage improvements along Slavic church Emanuel. Last but certainly not least I wanted to note last month among the 22 letters of support was a letter from the owner of 1902 southeast 80th avenue. This gentleman's family bought the house in I believe 1953 or 1954. Mayor wheeler, you are the 11th mayor who has served during his ownership of the home. He has wanted sidewalks and drainage during all of that time and no prizes as to guessing who his favorite mayor will be if this ordinance is approved today.

**Wheeler:** Thank Andrew for making me look good.

**Aebi:** That is the extent of my presentation today. I'm happy to answer any questions you might have. If you'd like to vote on the amendment then we could pass this to second reading next week.

**Wheeler:** I'll entertain a motion.

**Fish:** So moved.

**Saltzman:** Second.

**Wheeler:** Commissioner Fish moves, commissioner Saltzman seconds is there any further discussion or questions on the amendment? Call the roll.

**Fritz:** Aye. **Fish:** Aye. **Saltzman:** Aye. **Eudaly:** Aye.

**Wheeler:** Aye. The amendment is adopted. Any further questions for Andrew? Any public testimony on this item?

**Moore-Love:** Yes, two people signed up.

**Wheeler:** Good morning. Welcome. Three minutes, name for the record.

**Rachel Kimbrow:** Good morning. My name is Rachel Kimbrow and I'm a mother and parents of two girls who attend Bridger elementary. I can't tell you how overjoyed I am to hear that these improvements are going to be made in our immediate neighborhood. This morning my daughters walked to school in the middle of the street there's no sidewalks. I have friends who every morning and every afternoon have had to for years walk with small children, with strollers through the section on 80th, navigating between school buses and cars with and it's difficult, its very difficult for parents. I know many times I have chosen to drive a couple blocks to see friends in the immediate area rather than walk a couple blocks because of the lack of infrastructure. Just to have the chance you saw my video that I created last month, I feel just so, so proud to realize that these improvements are going to be made. It's going to be a huge change and a huge asset for our community. So thank you and thank you to Andrew for putting it altogether.

**Wheeler:** Thanks for coming in. I appreciate it.

**Amy Wren:** And my name is Amy wren and I live near the street and use it every day because it's part of the greenway and I too just am overwhelmed with thankfulness that this is going to happen. I read through all the letters of support. It is impressive to me that the people who live on the street are so excited to see what's happening and are willing to put in their funds to help make it happen. That's a huge deal and it really does show how difficult the street is and why it needs improvements. I also want to thank Andrew he's been great through this whole process helping all these people come together, make these connections and figure out how to communicate with the city and with you, how important this is. Personally I came to this project because of the transportation and traffic class that is put on by psu and is sponsored by the city and is run by pbob basically and I as you're leaving I would like to say I really do hope that the city continues to support those programs. It's a cost that really does teach members of the community how to interact with the city and how -- what the limitations really are of the city and how we can best spend our money to get the best impact. I live in an area with streets that are not paved and that's fine. I don't think it's important personally that every street gets paved. I think we should look at where the issues are, this is a school, this is an area that really needs the

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improvement. I understand how it all comes together after going through this class and I really hope the city continues to support those classes and teach members of the community how to interact with the city to make it better. Thank you for your time.

**Saltzman:** Amy you're a great testament to why we should keep that class going. In many respects you were the sparks, the catalysts that got this project to where it is today. So thank you for doing that on behalf of all your neighbors I'm sure.

**Fritz:** Commissioner Saltzman, Mr. Aebi, I really appreciate people who came in to testify. Is there any reason we can't add an emergency clause to this ordinance? It would be nice to vote on it while you're actually here so that you can really relish your accomplishment. That's not the reason I put an emergency clause on it.

**Aebi:** Commissioner Fritz, Andrew Aebi, lid administrator. I neglected to mention next week we meant to have it on the agenda for today, we didn't get it filed on time but next week we'll have a property rights ordinance. We have one property on 80th that sticks out into the right of way which in theory the property owner could throw up a jersey barrier tomorrow and prevent people from actually driving or walking to Bridger. So we were kind of wanting to orchestrate this so that council would approve the lid and property rights ordinance on the same day. So if it's okay we're adding an emergency clause to that one. If it's okay we would like to have them both approved next week and I also might add that property owner is in full support of working with us to dedicate that right of way.

**Fritz:** Hopefully you can catch us on channel 30. Thank you.

**Aebi:** I just wanted to add, we had that contingent remonstrance which is now withdrawn by virtue of council approving the amendment. I'm extremely pleased, I wasn't sure it was going to land this way, but I am extremely pleased. We have zero remonstrances for this lid now. Thank you.

**Fritz:** Congratulations.

**Wheeler:** Any further comments or discussion on this? I just want to thank commissioner Saltzman again and Andrew, thank you for your yeoman's efforts on this. This is a first reading of a nonemergency ordinance, moves to second reading. Item 51, please.

#### **Item 51.**

**Wheeler:** Commissioner Fritz.

**Fritz:** The city of Portland received a grant from the Oregon state marine board maintenance assistance program. The grant is a continuing grant that the city must bill for each year. An ordinance is required for acceptance of any grant or award to the city. Portland parks and recreation is now bringing this ordinance before council and the amount for fiscal year 2017-18 is \$19,950.

**Wheeler:** Public testimony. This is an item that was pulled. Good morning.

**Lightning:** Good morning. My name is lightning I represent lightning super watchdog x. One of the reasons why I pulled this is that my understanding this grant actually pertains to four different properties that the city of Portland owns. Cathedral park, Sellwood riverfront park, and also we would be looking at swan island ramp and Willamette park. One of the reasons why I bring up these points is that I really think that the grant, the number amount, I know there's possibly a match to this grant too of \$13,000 if I'm correct. I don't know if you're calculating that \$13,000 above the \$19,000. Is that correct? Okay, that would be above the actual grant and then the match would take place. I was trying to do a calculation between the four parks themselves in the total amount and I guess where my concern is and I'll be candid I think the grant is very much on the low side for the type of maintenance that it takes to operate these type of properties. I was really kind of surprised on the low number itself. That's why I pulled this is that I really think that the Oregon marine board should offer more money or did the city of Portland only ask a certain percentage? Now, I notice that you're calculating kind of using a percentage on the

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maintenance itself because you had on the different values for like the restrooms and different maintenance on this, hard surface ramps, boarding docks, different things you put into your calculations, but to me any type of facility like that on the water is, and I have a clear understanding what it takes because I actually used to own a marina on the water, and the reality is this, is that it takes a lot of money. A lot of people don't understand that, to maintain these facilities properly. So again, I think from the Oregon marine board where the number is very low. So that really surprised me being from the side of operating a marina and understanding all the costs that go into it even on the like you say on the surface of the walkways if it's wood or if they have concrete or if they have different type of materials that they put into place, the maintenance on this over all property is normally pretty high because you're dealing with a lot of environmental aspects, a lot of environmental issues, a lot of issues on making sure lines going to the toilets are connected properly, oil is not going into the water. All these different variables take the place. Why was the number so low if I might ask commissioner Fritz to maybe explain that. Thank you very much.

**Fritz:** My staff always asks for as much as we can possibly get.

**Wheeler:** I have an embellishment of that as well. There is and I believe this is available on the website related to this item, there's the site inventory exhibit and that is basically the formula, it's a state formula and I'm sure we're all in agreement that we would like to have more.

**Fritz:** I would like to encourage you to go talk to the marine board. I believe they have public testimony.

**Wheeler:** We don't disagree with you on that. Very good. This is a first reading of a nonemergency ordinance. It moves to second reading. Next item, 52.

#### **Item 52.**

**Wheeler:** Commissioner Saltzman.

**Saltzman:** This was an item that was pulled. Who pulled it?

**Moore-Love:** Lightning.

**Saltzman:** We have chief Boone and Jay Guo from Portland fire and rescue to speak to this grant.

**Wheeler:** Good morning.

**Jay Guo, Portland Fire and Rescue:** Good morning.

**Sara Boone, Portland Fire and Rescue:** Good morning.

**Guo:** My name is Jay Guo business operation manager for Portland fire and rescue.

**Boone:** My name is Sara Boone deputy chief logistics, Portland fire and rescue.

**Guo:** We are here to ask council approval for authorization to apply for a grant for the department of homeland security in the amount of \$2,262,000. We have scba and they are used for the last 15 years and most of our sbca is kind of to the end of its useful life.

**Wheeler:** Could you please explain for people who do not know what an scba is, what is it and why is it important?

**Boone:** Scba is self-contained breathing apparatus, it's compressed breathable air that allows firefighters to be interior structural firefighters. Basically it's required by osha as well as OR osha and nfpa for any city that has a fire department with interior structural firefighters to have a strong respiratory program.

**Wheeler:** Thank you.

**Guo:** This is our opportunity to ask to apply for a grant to help us pay for replacement.

**Boone:** I'll just add, Portland fire has done a great job when it comes to budgeting in how we replace components within the whole self-contained breathing apparatus whether it's our cylinders, whether it's applying for a grant for face pieces, but the one thing we were caught off guard, which is an inherent flaw to the brand and model that we have, we have

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been identifying key issues that are putting our members in harm's way and this is something we have tracked over the last two years and the issues have been so great that we need to replace all our scbas at once.

**Wheeler:** This grant helps you do that?

**Boone:** Yes.

**Wheeler:** It's my understanding that our side of the deal is we're obligated to maintain the equipment up to standard. Is that correct?

**Boone:** Yes.

**Wheeler:** Very good. That certainly makes sense. Very good. We have public testimony on this item? I'm not sure who pulled it. Was this lightning? Come on up, sir. Good morning.

**Lightning:** Good morning. Yes, my name is lightning I represent lightning super watchdog x. Again, one of the reasons why I did pull this grant is whenever I see a dollar amount of \$2,262,000 I like to see that on the regular agenda. Only because when I'm looking at the dollar amount and that just from my position now issue number 2 is that again it wasn't really stated on this ordinance on how many self-contained breathing apparatus pieces of equipment we were actually buying. It gives a number here of the 2,262,000 but I would like to know how many we're replacing. Issue number 3 is that on the equipment that we currently have, what are we going to do with that, and that is a concern to me now because we have in the past donated or given certain types of equipment to Mexico, for instance, on some equipment. Here's my position on why with this ordinance I think this all covers that is that I have at this point kind of a concern on the wildfires that we're experiencing in different areas, and I think we need to utilize that equipment instead of maybe donating to someone else to have that equipment go to certain location within our state. It's very important to me if we have that equipment such as on properties we have seen that were saved by the firefighters coming in and utilizing their equipment on certain properties in certain locations if we have this type of equipment that we could actually have some equipment next to that location and left there and given to them, why don't we do that now? We should not be donating our equipment out of state. We need to understand, we need it here now and that's my point on pulling this item. Where are these other equipment, where is it going to go? Can we utilize it in other areas within our state? Let's not just donate this to Mexico. I'm sorry to say I don't want to be giving any more equipment to Mexico when we need it here now. So again, everything else looks good. I do see you do have a match on this too of \$226,000. Again, I'm in full support of this grant. You getting the equipment. Again, it's just kind of past the point of where everything ends up at the end of the day. Keep the equipment in Oregon. Anything you can. That's my position. Thank you.

**Wheeler:** Thank you, sir. Any further testimony? Seeing none, please call the roll.

**Fritz:** I would hope if it doesn't work that we're not going to donate it to anybody. Aye.

**Fish:** Aye. **Saltzman:** Aye. **Eudaly:** Aye.

**Wheeler:** I want to thank the assistant chief and staff for coming up and explaining that. That was very helpful. I vote aye. The ordinance is adopted. Next item. 53.

**Item 53.**

**Wheeler:** Good morning sergeant Engstrom.

**Ty Engstrom, Portland Police Bureau:** Good morning. Thank you for having me. I'm sergeant ty Engstrom, Portland police bureau's traffic division. I wanted to come to give you a brief overview of what this grant is and answer any questions you may have. I have been back in the traffic division for a couple of years and had the opportunity to manage this grant. It's a small grant compared to some of the others that the bureau and other agencies get but this one in particular helps us out because as we have already talked

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about in the session today, speed is a factor around our city. The city has adopted a vision zero program to try to reduce the number of serious injury and fatal crashes to zero in the near future. This is a tool to help us to achieve some of those goals. Now, it's no secret that the police bureau staffing levels have had some challenges recently and the traffic division is a part of that as well. So earlier captain Crebs also mentioned that citizens can go to the website, the city's website, and make a complaint about a traffic concern in their area. We call these track-its and the one that have a traffic enforcement component to them I go through and I look at all those and I kind of have to triage them based on our staffing levels and our needs and what we can go out and help and enforce. Not all of them unfortunately get attention by an officer but I go through them and look at them and the ones that seem like they are concerning or are part of our high crash network of streets I try to get officers to go out there to work on those streets. So that brings me to this grant is we don't always have the staffing levels we need. So this allows for officers to come in at their own discretion when they decide they have some time on a day off. They can coordinate with me and I can talk to them about what hours they can work and what area of town that they can work to add some additional enforcement and education in the area of speed. This also includes distracted driving, which is a secondary component to this grant. They would like to us look for those electronic device uses as well. Now, part of vision zero and part of as testified by couple people today is we work on education, enforcement and engineering. I do not have an engineering background but I can certainly help out with education case and enforcement and I try when I can and when I remember to make sure that the people I talk to have a good understanding of why it is I'm talking to them that day and why -- what they are doing is a dangerous behavior. We talked about fatalities in the city of Portland that we had 45 this last year which was a high number and it's been going up. I have numbers for the last five years or so. It's gone up a little bit each year. Injury crashes, this last year I only have through December 15th but they seem to be down a little bit from the prior two years but up from the two years before that. Noninjury crashes are down a little bit, but those ones are a little hard to read because as the police bureau we don't investigate every crash that happens out there. Someone might get in a rear end crash, there's no injury, police don't get called or maybe we just help facilitate an exchange. This grant is geared towards helping us to reduce the speeds and hopefully helping us reduce the number of crashes on the streets and it's not a mandatory thing for the officers, they have to come in and work this, they are not forced to do it. It's by volunteer whoever decides they have some extra time on their weekend they would like to add patrol to those areas they are welcome to contact me and do that from within the traffic division. Again, this is overtime reimbursement grant from odot so they are the ones paying the reimbursement money for this overtime that's being worked. There's a match component to it which I believe is 25% so for this grant it's \$15,000 with a match time of I believe it was \$3,750.

**Wheeler:** 3750 and 7 cents.

**Engstrom:** That's right. 3750 and 7 cents which I believe is about 25%. So that component has paid for by the bureau and that takes me back to the track-its. I might find a track it that happens to be on a high crash corridor or an area of concern and I can send one of my officers to work that area or maybe they decide on their own regardless of the track-it to work that area. Now all we have to do is fill out a sheet with their information and what they did, when they worked it, what the results were and they give that to me and that's how I tabulate that match time. So it's not like we're going out of our way to take resources from something that we should be doing over here and putting it towards something different. We're using this to help track on straight time efforts that they are already doing or should be doing working in high crash corridors and helping reduce these

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serious injury and fatal crashes. As far as the high crash corridors, the city, pbot as well as odot are pretty close together on what they consider the high crash corridors. This grant is coming from odot so they have their list of the areas that they feel are high crash corridors, but for example highway 213, which is odot, is also 82nd avenue, which is a concern to us. They overlap a lot, but this grant also allows for us to -- it says not limited to the streets that they list. So we can go work some other areas. If we happen to have a couple of really bad crashes on the street that we haven't taken note on before I can certainly take officers and we can put some enforcement and education in that area as well. One last thing just to clarify earlier I talked about speed fines and the four levels a through d violations. I think I might have miss spoke. Lowest level of d is 120 and it works up to a class a, which is \$145. One last thing that I thought about when officers are doing these directed patrols on this grant or doing the match time, I don't dictate to them that you must write a ticket to everybody or give a warning to everybody or you must give people a chance to go to a class every single time. Officers have some discretion when it comes to that and they take these stops as a case-by-case situation and talk to the person and they do what they feel is appropriate. Some officers may be more inclined to give citations, some to give warnings. What we want them to do is to be out there actively working, actively patrolling looking for speeding and other dangerous behaviors but focusing on speeding especially and electronic device as a secondary one, but they can absolutely stop somebody for whatever they deem is a violation or something that's a dangerous behavior along with those focuses.

**Fritz:** Which jurisdiction gets the money from traffic fines?

**Engstrom:** Clarify. What do you mean by which jurisdiction? I'm only responsible for Portland.

**Fritz:** Does Portland police get the money from traffic fines or does --

**Engstrom:** Oh traffic fines. I'm sorry. I recently got an email about the breakdown of it. I don't have all the figures in front of me, but I don't know the exact percentage. I don't have that, but I know that it's -- the state gets a percentage and the city gets a small percentage. I can't remember I apologize I wish I had that for you.

**Saltzman:** I think the state gets the majority of it.

**Engstrom:** That sounds familiar.

**Fritz:** When people say we're just doing this to enrich the city's covers, no, we're not.

**Engstrom:** It's not all coming to us. That's definitely for sure.

**Wheeler:** Commissioner Saltzman.

**Saltzman:** Distracted driving, are you using electronic device no longer has to be a secondary --

**Engstrom:** Not a secondary offense, but as a secondary goal to the grant. So odot is asking us specifically please go out and look for speeders, but you can also go look for these electronic device citations as well. Forgive me if I was unclear about that. It's not a secondary offense. If we see someone doing something as little as holding that device it doesn't even have to be a cell phone, it can be any electronic device in their hands it's grounds that they could be stopped and contacted for that. Thank you for the clarification.

**Wheeler:** Any further questions? Thanks Ty. Is there any public testimony?

**Moore-Love:** One person signed up. Terry parker.

**Wheeler:** Good morning.

**Terry Parker:** Good morning again. I hadn't planned on this, but after listening to one of Portland's finest I am not sure if it's appropriate what I want to say, but I think I would like to see some of the money used for policing bicycling. As an example I mentioned the interstate hill, bicyclists go as fast as they can down this hill so they can coast as far as they can to get to the Broadway bridge. Another area that I'm not sure would qualify but

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41st and Broadway where the Hollywood library is there's two crosswalks. There's bicycle lanes and on Tillamook and I would say that maybe one in ten if that many bicyclists stop at those stop signs. I have seen them weave around pedestrians and kids and everything else in the crosswalk. They weaved around me in the crosswalk. We need enforcement of bicycles again to change an attitude here. That's all I needed to say. Thank you.

**Wheeler:** We appreciate your testimony. Thank you. Sergeant?

**Engstrom:** Thank you. Just one moment to address his concerns and I would be happy to speak with him afterwards since I'm the one who takes on these traffic enforcement related complaints. As far as this grant is concerned it's speeding. So if my officers are in an area that's deemed appropriate for us to be enforcing as part of this grant and they happen to see a bicyclist or somebody on a scooter or whatever going above the speed limit or doing something in dangerous fashion like that they can absolutely contact that person. We are limited on the locations. We have to make sure we're going to the right locations that fall within the parameters of the grants and Broadway I have to double check if Broadway is part of the high crash network. Even if it is not that is something if there's a serious concern and safety issue that's something we can take care of. I put on regular vision zero missions where I take some officers and we work an area together and this might be a potential area that we can look at. I would be happy to talk to him more about that. Any further questions?

**Wheeler:** Thank you, sergeant. Appreciate it. Good seeing you again. Please call the roll.

**Fritz:** Thank you. That was a very comprehensive presentation and I appreciate your responsiveness and your care for the people of Portland. Aye.

**Fish:** Aye.

**Saltzman:** We also appreciate your vision zero missions. Aye.

**Eudaly:** Aye.

**Wheeler:** Aye. The ordinance is adopted. Thanks. 54 has been moved to February. Item 55.

#### **Item 55.**

**Wheeler:** Commissioner Fish.

**Fish:** Mayor, I think we probably filed this with an optimistic time limit. We think this will take about an hour and a half. The bureau of environmental services is responsible for repair and rehab of the city's sewer collection system. There are portions of our system that have deteriorated and require urgent attention. Without necessary repairs property owners and businesses are likely to experience an emergency situation such as a sewage release or backup. This ordinance builds on success of the existing price agreement model that the city has used for sewer repair work. It also improves the bureau's response time for urgent projects and supports the city's goals for minority, women and emerging small business participation. With us today are Scott Gibson, principle engineer and John Houle supervising engineer from the bureau of environmental services.

**Scott Gibson, Bureau of Environmental Services:** Thank you good morning.

**Wheeler:** Good morning.

**Gibson:** As the commissioner stated this price agreement contract which we're attempting to refresh is a part of our sewer rehab program. We tend to approach the rehab of our sewers in three timelines. The planned neighborhood scale projects which you see me present regularly. They are typically on a three to five year timeline. We also have emergencies in which we can react immediately once we get a declaration from our commissioner charge we can move on it in a matter of days what. What this urgent rehabilitation contract is about is those in between that can't wait five years to be addressed but we are trying to get before an emergency. So that's what we're here to talk about today. The overall contracting objectives for this contract are to shorten duration

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between design completion and the construction notice to proceed. We do that by procuring the contract in advance and negotiating task orders once the work is identified and ready to go into construction. We also realize reduced administrative costs to deliver these projects, also promptly repair the failed assets before they fail and also it's been an effective tool at helping us meet our disadvantaged, minority, women and emerging small businesses. In 2014 we procured the first of these contracts. The value was \$9 million, one contract was awarded via an open competitive process, its awarded based on lowest responsive bidder. We renewed the contract for two additional consecutive years and currently it's set to expire June of 2018. 14 work orders were issued valued at \$9.2 million and the average of the task orders was \$700,000. The earned participation rate amongst certified firms was 20%, which met our goal. This contract also spanned the time when we changed from a target of 30% of the subcontracting to 20% of the total amount and because of the nature of this contract we were able to adopt how we were dealing with that with our contractor if that was changed so we found it to be a very flexible tool that helps us meet our targets. The proposed contract is an update to the original and it incorporates our lessons learned the contract value is \$6 million for the first year. We could extend that for two additional one-year periods. Multiple contracts are planned up to two. It's our target to have two contractors. New contract limits will provide opportunities to increase the size of our work and it supports two projects in our budget that are budgeted at \$6 million per year so that's how we set the target. Also we'll continue to use this tool to manage our participation rate. One of the things we find is that having an ongoing contract with the contractor and the task orders negotiated as work comes it moves us from a transactional relationship with our contractors but we're buying a repair for a certain amount to an ongoing relationship when we have more leverage in working with them and we have a better partnership so when it comes to meeting the target we've been better able to work together and meet those targets. So John Houle has an example he would like to talk to you about one of our project.

**John Houle, Bureau of Environmental Services:** This is a typical urgent project we undertook and successfully completed. The 45th and southeast 45th and Sherman avenue the project is located in what's known as tag art b sub basin. The concrete sewer pipe was discovered to have failed at several locations. In the history of maintenance response supporting this finding is listed there in terms of number of backups, sinkholes repaired, broken pipes discovered, rodents, cavities documented. During the history of this prior to its being repaired there were 10 callouts by the bureau of maintenance. These are typical examples of the mechanisms of failure that we discover in many of our sewer pipes. You've seen these pictures before. Broken pipes, roots, intrusions, et cetera, which contribute to the failure modes and mechanisms. The success of the project is outlined in these three bullet points. As Scott mentioned, the urgent delivery model that we follow allowed us to deliver this project within eight weeks of its final design which saves time and administrative expense prior to award and undertaking the work. The work order itself was comparable to the engineer's estimate. This is a metric that we judge the competitiveness and fairness and economy of the work being done for the residents and ratepayers and this particular project had a 30% participation by the disadvantaged minority women and emerging small business class of contractors, and overall Scott mentioned we achieved 20% participation rate throughout the project that we currently have under way. Our schedule and budget for this we're presenting our first reading today of this ordinance.

**Fish:** We skipped one of the slides I think.

**Gibson:** Looks like one is missing. I apologize for that.

**Fish:** It's in your packets.

**Eudaly:** Is it more pictures of failing sewer lines? [laughter]

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**Fish:** No, its photos' with rodents, rodents with cavity's before and after we introduce fluoride, its quite actually remarkable.

**Gibson:** It's a series of dates.

**Houle:** The proposed budget and schedule we hope following the effective when the ordinance becomes effective at the end of February that we would list advertise this on the procurement website in early march. If all things go as planned we hope to award contracts by the middle of June of this year and award notice to proceed before the current contract expires. The budgets proposed for this contract are shown one year at \$6 million through year three, if renewed, and the total estimate we would achieve a budget of up to \$18 million.

**Fish:** That concludes our presentation, mayor.

**Wheeler:** Very good. Any further questions from the panel? Any public testimony on this item?

**Moore-Love:** No one signed up.

**Wheeler:** Very good. This is a first reading of a nonemergency ordinance. Moves to second reading. Thank you, commissioner Fish. Looks like 57, please.

**Item 57.**

**Wheeler:** This is a second reading which means this is an item already discussed by council --

**Fish:** May I make one comment? I want to thank the mayor for tweeting the four slides that were not included in the power point and I got your tweet and I appreciate you doing that.

**Wheeler:** Very good. I'll pass that on. Thank you. Any further discussion or questions of staff since they were kind enough to be here? Please call the roll.

**Fritz:** Hallelujah. I hope this is the last ordinance we will have before us about the Morris Marks house. Thank you very much to everybody who's been involved aye.

**Fish:** I want to thank Todd on my team and everyone who worked on this Morris marks house is a treasure and this is one of those rare incidents, times, when there is really almost perfect alignment between different interests. We were able to thread a needle and we look forward to actually the house being firmly planted on its new home and then occupied. Aye.

**Saltzman:** Great work to everybody involved in saving this historic house. Aye.

**Eudaly:** Aye.

**Wheeler:** Thank you, commissioner Fish, and to staff, and to community members who took an active interest in this property. It's not every day we get the opportunity to site what will obviously become an important landmark or continue to be an important landmark in our community. I'm grateful that people made the effort required to actually preserve and protect this, so thank you, commissioner Fish and thank you to the team. Thanks to everybody who made this happen. I vote aye. The ordinance is adopted. Last item. 58.

**Item 58.**

**Wheeler:** Again this is a second reading meaning this has already been brought before council. We have heard a presentation. We have already taken public testimony. Are there any further questions on this issue? Please call the roll.

**Fritz:** Aye. **Fish:** Aye. **Saltzman:** Aye. **Eudaly:** Aye.

**Wheeler:** Aye. The ordinance is adopted and we are adjourned.

**At 12:10 p.m. council recessed.**

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**Key: \*\*\*\*\* means unidentified speaker.**

**January 18, 2018**

**2:00 PM**

**Wheeler:** Good afternoon everybody this is the afternoon session Thursday, January 18, 2018 Portland council. Karla please call the roll.

**Fritz:** Here **Fish:** Here **Saltzman:** Here **Eudaly:** Here **Wheeler:** Here

**Wheeler:** I read this at the beginning of every meeting. The purpose of council meetings is to do the city's business, including hearing from the community on issues of concern. In order for us to hear from everyone and give due consideration to matters before the council, we must all endeavor to preserve the decorum of these meetings. To make sure the process is clear for everyone I want to review some of the basic guidelines, which I hope will make everybody feel comfortable, welcome, respected and safe at the meeting and also ensure that decorum is maintained for all of us. You'll have an opportunity to participate today. State your name for the record. We do not need to know your address unless you want us to know your address. If you're a lobbyist, you must disclose that under council rules. If you're here representing an organization, that's helpful for us to know as well. Today, people have two minutes to testify unless otherwise noted. I doubt we will go less than two minutes there's a lot of people signed up so just prepare for a long afternoon. When you have 30 seconds left, you're going to see a yellow light go on, on the console. When your time is up the red light will go on and we ask you that when the red light goes on and it beeps please stop your testimony at your next sentence. Conduct that disrupts the meeting for example shouting or interrupting others testimony or interrupting during council deliberations is not allowed. People who disrupt the meeting face ejection from the meeting, there's a disruption I'll issue a warning that if there's any further disruption anyone who is disrupting the meeting will be subject to ejection for the remainder of the meeting, anyone who fails to leave the meeting when they're asked to leave is subject to arrest for trespassing. If you want to show your support for something, thumbs up is sufficient you don't need to shout it out. If you're opposed, thumbs down, that's also good that helps us keep the meeting moving and is respectful of everybody.

**Fish:** Mayor, can I one comment?

**Wheeler:** Commissioner Fish.

**Fish:** We have received an unusually high amount of emails and other communications that have written testimony from people and perhaps some of you have come with written testimony. Please don't feel the obligation to race through your testimony in two minutes. If it's in writing and you've submitted it assume that we're going to have a chance to read it. If you're bringing it for the first time today, please give it to Karla and she'll make sure we get, but this is your chance to tell us something that you want us to hear, if your written testimony goes well beyond that, just assume we're going to read it. So, you don't have to speed-read it within your two minutes.

**Wheeler:** Very good. So, we're here today to take public testimony on the central city 2035 amendments report. Karla could you please all of the items 59 to 62.

**Item 59.**

**Item 60.**

**Item 61.**

**Item 62.**

**Wheeler:** Very good. Sallie, you're obviously up here already. Could you introduce yourself for the record and please introduce our hearing?

**Sallie Edmunds, Bureau of Planning and Sustainability:** Yes, Sallie Edmunds bureau of planning and sustainability. Thank you very much, council members. So, the purpose of this public hearing is for city council to hear testimony on amendments that were inspired by public testimony on September 7, 14 and 20, 2017 and that council moved and seconded during their deliberations on October 18, November 29 and December 8. So, the amendments that we have today can be found in two places. First of all we have this amendments report, published several weeks ago, in January and then, we also have this green packet and these are additional amendments that are not in this amendments report, but that we would like council to consider moving and seconding today, so they can be considered as a part of this hearing. So -- so, staff will walk through each of the amendments on the green sheet, in a few moments and then we can move forward with public testimony from that point. Once -- and then, a couple of things about the public testimony. Thank you, commissioner Fish, for going through some of this, but we do have that sign-in sheet outside. We are hoping that when you come up to testify, you can reference the amendment number in either the amendment document, this amendments report and I believe that there was a -- a list that was distributed at the -- at the table outside. So, people can mention the specific amendment number. Items on this amendment sheet have letters and so please mention the amendment letter, if you're testifying on something on this green sheet. So -- once we finish that, we are hoping that the written record will close tomorrow, Friday, January 19, at 5:00 p.m and that the next council session on this matter will be a vote on the amendments on Wednesday, March 7 and, that's not the date that is currently listed in the document. We've had a change of date, today. So, people can note that it's going to be Wednesday, March 7th, 2:00 p.m time certain rather than Thursday.

**Wheeler:** Very good and Sallie, if you could help me remember. At the end of this afternoon evenings hearing if we could state that again just in case people tune in later.

**Edmunds:** Will do.

**Wheeler:** Very good, so let's start by moving through the additional amendments that's the green packet paper. Rachael and Mindy, do you want to walk us through these?

**Rachael Hoy, Bureau of Planning and Sustainability:** Thank you, mayor. Wheeler Rachael hoy with the bureau of planning and sustainability. The first is an amendment to an existing policy in the central city plan. This addresses some concerns that were raised by seu testimony that was received in the fall. This amendment relates to basically who benefits from development and the desire to support living-wage jobs among other public and other community benefits. So, this amendment also is listed or shown here in the slide also indicate some ways we could accomplish this. We wanted to note there could be land use tools, but there could be other programs to help support this in the future. So, I'd like to turn this over to commissioner Fritz, if there's additional comment or discussion.

**Fritz:** Thank you, Rachael and thank you, staff, for all the great work you've done on this project it's kept us all straight. So, people may recall that the last time we read this issue was discussed. Commissioner Fish and I pledged; we didn't have a specific language at that time, commissioner Fish and I have worked with both seu and the bureau of planning and sustainability to propose this language, which you're seeing on the screen and so I move this amendment.

**Fish:** And I second it.

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**Wheeler:** So we have a motion from commissioner Fritz and a second from commissioner Fish. Thank you, commissioner Fritz, I support this policy I think its greater in depth and clarity to this issue and I appreciate you for calling it out.

**Mindy Brooks, Bureau of Planning and Sustainability:** Okay. Next is the Eco roofs amendment. Mindy brooks, planning and sustainability. We heard have heard some concerns that the Eco roof standard could make it difficult to harvest rain water from roof tops in the central city. The standard itself does not preclude harvesting rain water from the portions of roof top that are not covered in vegetation. However, staff do want to make it clear that equipment that may be needed to be on top of the roof, such other kind mechanical equipment that is used in rain water harvesting, that it can be located up there. So the new language in the green sheet is letter g. It's also up on the screen there. This is a minor amendment, it does not change the intent of the Eco roof standard which is to maximize Eco roof coverage in the central city and I will turn it over to commissioner Eudaly thank you.

**Eudaly:** Yes, so we want to make sure the Eco roof requirement doesn't preclude meeting other sustainability goals for the city. Rain water harvesting is an important tool for addressing summertime drought conditions, which is hard to imagine right now, but, may happen and, I think this amendment will make it very clear that rain water from non-vegetated portions of the roof can be captured for reuse on-site. So, I move to add this amendment.

**Wheeler:** We have a motion. Do we have a second?

**Fritz:** Second.

**Wheeler:** We have a motion from commissioner Eudaly a second from commissioner Fritz.

**Hoy:** The next item, we have three minor technical amendments that we wanted to put forward today. That need to be moved and seconded to be a part of the hearing for today and, we can either move them all as a group or if there are any of the three that you would like to discuss, please let me know. I've listed the three of them here on the screen for you and I'm happy to go through them or if you'd like a moment to review and then we can go from there.

**Wheeler:** Colleagues?

**Saltzman:** Move them as a package. I would move them.

**Wheeler:** Very good commissioner Saltzman moves the minor and technical amendments is there a second.

**Fish:** I'll second.

**Wheeler:** Commissioner Fish seconds.

**Hoy:** The next slide here, these actually are two items that were previously moved and seconded at the December 6th session. We just omitted them inadvertently from the amendments report, so they've already been through you and discussed. I just wanted to make it clear that they could be part of today's meeting.

**Wheeler:** Very good so here they are and just for the record they've been moved and seconded, but I appreciate your cleaning that up, as well. Thanks you.

**Brooks:** The next one is an amendment concept, so we don't have the official code maps in front of you just yet. We received testimony requesting that heights on the block between southwest alder and southwest Washington and southwest 9th and southwest 10th have the heights maintained at the existing 460 feet. Height on this block was reduced to 410 feet to protect the view of mount Adams from the view point on southwest upper hall. The view itself is actually of the whole central city skyline and area mountains. This amendment to restore heights on the block means removing protections for the view of mount Adams and associated height limits on other blocks within the view corridor. The

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view of mount st. Helens and the view of the city skyline would continue to be protected and I'll turn this over to mayor for discussion.

**Wheeler:** Colleagues I've asked staff to do some modeling and come back in March with some potential revised height limits for this view corridor and some other necessary change to implement a new direction on this. I've heard a good deal of concern, obviously, about slow-down in housing production and I understand that that means stabilizing housing in certain parts of the city, tighter lending markets are certainly having an impact and of course, we all know that constructions costs are at an all-time high. So, it's very important that we continue to think about density of housing in the central city and I was invited to actually go and look at this particular view corridor. It is a beautiful panoramic view of the greater Portland area and it is fantastic. I'm not sure the trade-off here in protecting what is really a very small view of mount Adams is worth the trade-off in terms of lost housing production opportunities and so I've asked staff to come back and take a harder look at that.

**Fritz:** Is that an amendment on the table?

**Wheeler:** So, it is not an amendment. My understanding is you'll come back with a technical review and once I have a chance to look at that, we can put that on the agenda for is it the march meeting.

**Edmunds:** March 7th.

**Wheeler:** For the March 7<sup>th</sup> meeting we can come back and put that on as a amendment.

**Fritz:** And then we take testimony on it?

**Edmunds:** We would have to have a hearing on the beginning of the meeting on March 7th and then close testimony and then move to the decision.

**Wheeler:** This is what I'll call a late-breaking story. I just want the opportunity, later in the spring, to take a look at this. It's an important issue and I don't want to rush it without appropriate factual bases. So, I've asked them to go out and do some work and bring it back to us.

**Fritz:** And when you do come back, I'd be interested in the analysis that we worked hard on in terms of the west quadrant plan and the potentially conflicted buildings from the advisory committee where does this stand on that.

**Edmunds:** Okay.

**Wheeler:** Very good. So, are we now ready, then, to hear testimony on the amendments included in the amendments report and the amendments that we just moved and seconded here today? Again when you come up, please begin each comment with an amendment number so we're very clear about what your comments are referring to and, please refer to the amendment numbers that are in the document or on the amendment summary sheet or the letters in the green packet. We're going to obviously limit oral testimony, as was discussed earlier, to the amendments report. We've already heard testimony about other portions of the central city 2035 during three days of testimony in September. I would like as always to extend an initial courtesy to members of our boards and commissions. Theses are Portlanders who volunteer a significant amount of their time to help make the city a better place and I want to thank all of you in advance, Chris and others, for your volunteer efforts to help improve our city's. I will give commission members the courtesy of three minutes of testimony since they're highly engaged in these subjects. And I understand Julie Livingston is here from the design commission, Wendy Chung is here from the landmarks commission, of course Chris is here, as well and you're certainly welcome to testify. As they're getting seated, we'll move into public testimony after this, two minutes each. We have a tradition here that if you have a disability, if you are a parent who has a small child here or have other extenuating circumstances please let the clerk know and we'll get you moved up to the front of the line. Good afternoon.

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**Wendy Chung:** Good afternoon, thank you, mayor wheeler, commissioners for inviting us to speak. I'm Wendy Chung I'm appearing today on behalf of the landmarks commission. We have a letter you received via email yesterday of written -- a printed copy that I think Karla's about to hand to you that is slightly different only be in a that it contained a typographical error and so the new letter is substantively the same as the one you received yesterday. We're here to talk about two of the amendments and they are amendments 18 and 4, to volume 2a, part one of the central city plan district. So, amendment 18, in particular, speaks to the increase of heights in the new Chinatown/japantown area and specifically in the northern part of the district where the heights were originally 125 feet. As you can see, in the -- I don't know if you have a copy of the plan in front of you in the amendments there's a map and it shows the adjacent parcel at much lower heights. The landmarks commission has previously requested that the 125 be reduced to 75 feet to be compatible not only with the other existing structures, but the other part of the historic district so the district as a whole could be viewed as a cohesive unit. Therefore, we would urge you to reconsider increasing heights, even further, in the northern part of the district because it's close to the edge and it's a fragile district. The second amendment that we would ask you to consider is amendment 4, which allows for f.a.r. transfers into an expanded area and the expanded sectors include several historic districts and what we would ask is that you consider limiting transfers into historic districts so that we don't wind up with a right-sizing problem that we've had historically when receiving applications that we're really excited to receive, for instance, in old town Chinatown we're thrilled that there's been all this investment and folks are excited about investing in; we have the Grove hotel, the society hotel lots of new development. The challenge we have is because applicants are coming with projects that are incompatible grossly incompatible with the existing infrastructure, they are often times frustrated and challenged and of course the existing homeowners or property owners are challenged as well because unlike other districts, the resources actually the historic district as a whole. So, one incompatible large project could cause the entire district to be delisted and any taxes benefits that those existing property owners have or any potential new development in those districts could be stymied by one overly-large project. Thank you.

**Wheeler:** Thank you.

**Julie Livingston:** So, good afternoon, mayor wheeler, and commissioners, my name is Julie Livingston and I am the chair of the Portland design commission. You should have in front of you a letter from design commission that addresses amendments that you are considering today. We tried to lay it out so it's very easy to understand and the amendments are all identified in a bold font that is underlined, the nut of the issue is also in bold font in the text and design commission's request is highlighted in orange, so, kind of an easy graphic display. Each of our issues, we've also identified guidelines relevant to the issue I won't list them today because it's a lot of talk. So, thank you very much for supporting several amendments to-date, that have really improved our public realm. Limitations placed on public structures that don't have gross building areas above or surface parking that's fantastic. We also appreciate revisions to parking garages on street-facing facades. This is an improvement to our public realm and we also appreciate the expansion of the active use requirement in the pearl district one of our most walkable neighborhoods. We would like to draw your attention to issues that have been raised by historic landmarks commission amendment number 4 and amendment 18. Amendment 4 is expand transfers within a sub district. We could like the city council to eliminate transfers into historic districts and in between historic districts in an effort to preserve the character of these districts. F.a.r., floor area ratio, does not act alone. Floor area ratio has dramatic impact on both height and massing and these are issues that are central to our historic

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districts. Along with the heights in new town Japan town, amendment 18, please know that we support historic landmark's requests for both of these amendments. Amendment 7, RiverPlace bonus height and amendment 10, RiverPlace special tower orientation standards, the amendment proposed blankets approximately eight blocks in RiverPlace with districts that are currently implemented in south waterfront. Design commission would like to see there be more public process around this issue and we request that the proposed expansion of south waterfront development standards be delayed until bps can undertake additional study. Amendment 12, the central city master plan, we applaud adding RiverPlace to the master plan site there is. We propose there be a further amendment that the current master plan chapter includes public art as a component of a master plan and Kristin Calhoun from the regional arts and culture council she is the public art director for regional arts and culture council will speak more to you about that. Thank you.

**Wheeler:** Thank you.

**Chris Smith:** Good afternoon, I'm Chris Smith, I'm vice-share of the planning and sustainability commission also required by city code to say that I'm an authorized spokesperson for the no more freeway expansions coalition and what I'll be presented today is my own set of opinions based on both those experiences. I will be speaking today about the rose quarter freeway expansion, this will be the context of the amendment to tr120, but to the wider question of whether this freeway expansion's appropriate to be included in the central city plan. We've talked about the fact that induced demand will likely limit any congestion benefits. We've seen Willamette week largely debunk odot safety claims about this project. We haven't talked about the surface improvements and I'd like to do a little bit of that today. I have heard this project described as reconnecting the community. I think that's very much a misnomer. One of the impacts of this project would be to remove the flint street bridge that crosses i-5 today and replace that with a bridge from Hancock to Dickson. That really disconnects the community tis is historic Albina district and I'm afraid the detail's a little hard to see, but flint is here and it's part of the historic street grid and we even see that in the 50's, when the freeway was built, you can see the columns here where flint is being bridged to continue the connection that existing historically. So, when we first ripped up this neighborhood to create this freeway, we took efforts to keep flint around and now 50 years later, we're considering taking it out so I don't see how we can get credit for reconnecting the community when we're in fact removing a long-standing community connection from the project. It's interesting there is a bold and exciting vision out there to reconnect the community through the Albina vision something that I'm very interested in seeing advance. That vision calls for freeway lids that we could put buildings on top of. That's not what this project is currently intended to deliver. The freeway lids that are in the odot conceptual plan are not strong enough to support buildings, we'd have to have additional investment. So, again, we think it falls short from that perspective. And finally, I want to talk about what this does for the bike/ped environment. The key junction here is what's so called box where the freeways come together and you can see here, in the redesign for the area, you can see wide turning radius things you might see at a freeway interchange. At the same time we expect these to be pedestrian areas, we have bike facilities that go through here. You can see that where bikes will come from the esplanade and the steel bridge to the very popular Williams corridor, they're going to be funneled in between freeway ramps going in each direction. So people entering the freeway south bound and over here people lining the freeway north bound, hard to see how that's going to be a friendly environment. In the interest of time, I'll stop there, but I think we are very skeptical that this really delivers benefits on the surface.

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**Fritz:** So, just a point of clarification is that all the planning and sustainability commission's position?

**Smith:** This is my position. The planning and sustainability commission voted 6-4 to support the project.

**Fritz:** Thank you.

**Wheeler:** Very good and are there others here who represent boards or commissions who'd like to testify? Are there any -- come on up, then. And, we'll also be -- are there elected officials or other appointed officials in the room or in the other rooms who would like to come testify? Come on down. Good afternoon.

**Paul Anthony:** Thank you. Good afternoon my name's Paul Anthony I'm a member of the Portland public school board. I am here speaking on my own behalf to amendment tr120, as the board member whose geographic zone includes Harriet Tubman middle school. Portland public schools plans to open Tubman, acknowledging that the decade long imposition of k-8 schools on Portland's most vulnerable communities have not given children access to and high quality and equitable middle grades experience, but rather the opposite. It is imperative that the district return to a middle school model as soon as possible to be able to offer classes that are even remotely equal, let alone equitable. To open Tubman this august, we must invest more than \$12 million in health, safety and infrastructure improvements. In my view odot and city are putting Portland public schools and its board in a nearly impossible situation. We do not know if the widening of i-5 will even happen. We do not know if children will be able to occupy Tubman safely during construction if odot can confine construction to times when Tubman is not in use or if the Tubman building and site will even be viable after construction. Odot is proposing a 30-foot retaining wall next to Tubman. It requires horizontal pilings driven 40 feet into the hillside under the building. Those pilings will have to be woven between the vertical pilings that currently hold up Tubman. We do not know if odot's pilings can be driven without harming Tubman. If odot can limit pile driving to times when Tubman is not occupied or, what the consequences would be for Tubman if odot hits one or more of Tubman's pilings. Odot is proposing multiple lids over i-5 one of which will end only 60 feet south of Tubman lids are known to trap and concentrate pollution. We don't know if those lids will trap and funnel the accumulated pollution north into Tubman, making an already bad air situation worse. So, the district and its board is risking the education of thousands of Portland's children, the hopes and dreams of my own personal community and spending \$12 million of public money all on a resource this process is putting at grave risk. The current ask before the council is for a delay to study whether the proposed widening would actually relieve area congestion. With all the many unknowns this seems like a very reasonable request and I ask your support for it. Also, any answers that the council, the city or odot could provide to Portland public and its board would be greatly appreciated. Thank you.

**Wheeler:** Very good and I'll make this pledge to you I will orchestrate a meeting between yourself, the superintendent and odot. I've come to get to know all of them very well, as of late. So, you've raised legitimate questions that deserve an answer and I'll make sure that happens.

**Anthony:** Thank you very much. That is deeply appreciated.

**Wheeler:** Thank you sir, thanks for being here. Good afternoon.

**Kristin Calhoun:** Good afternoon I'm Kristin Calhoun, director of the public art program for the regional arts and culture council and I'm here to address you about amendment number 12 improve the central city master plan and RiverPlace as a master plan site. We are requesting the addition of public art as public art planning to the amendment. Thank you for the opportunity to speak to you today and for all the work you and many others have done on the Portland plan. It's such an important foundational document for the

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growth of our city. Our city's commitment to public art is now many decades old and our community members are free to experience public art all over the city. Since the original central city master plan, we've seen many public art projects come through the public art f.a.r. bonus program. You've got a couple examples in front of you, such as the rise of a and d project north of the Fremont bridge at the waterline apartments. This is a project that includes three sculptures, two of which you have in front of you and they are a tribute to the drawings that were done by Greek immigrant Tom Stefopoulos back in the 20s. Additionally we did a temporary project that you see called the acupuncture project, which looked at the intersection -- excuse me; the intersection of art, planning and community issues. So, these are just a couple examples of things that came through the f.a.r. bonus program and we understand that that bonus is being removed in favor of looking at our city's housing issues and we favor that. We do think that there is a fix to this, which is including it in the central city master plan program and you have gotten language, both from the design commission, through Julie and their letter, as well as through us and the letter that I've just submitted to you. The central city master plan process is specifically designed for very large sites, as you know. We've already had great conversations with the Broadway corridor, the Zidell site and OMSI about doing public art master plan for those sites. So, we would request a tweak to the language in amendment number 12 to include public art master planning. Thank you.

**Wheeler:** Thank you. Thanks, both of you. Are there any other elected officials, appointed officials? Just want to make one clarification before Karla reads the first three or six names of people for public testimony. I want to talk about something that will not be on the list today that a number of people have raised of late and that's the question of inclusionary housing and, I know there have been discussions about the economics of the affordable housing market there's been the issue of construction cost increase, adding to the cost of affordable housing. There have been some who have raised the question as to whether the inclusionary housing process itself has slowed housing production. We obviously would have an opportunity through the central city 2035 plan to potentially help the overall situation by adding increased incentives for new development and doing that as quickly as we can. We already know that adding density to the central city's consistent with the comprehensive plan and the central city 2035 process and goals and to the new MMA designation from ODOT. The city council is considering an amendment to include direction to city bureaus to find a way to increase the 3:1 FAR cap on bonus f.a.r. in the central city. Today, I'd like to let everybody know that I'm directing my bureaus to bring a proposal to the city council by the end of 2018. This could include code amendments to increase f.a.r. in the central city, but, I don't believe this is work that should be rushed. I think it should be fact and data-based and it should be done properly so it's not going to be brought up here in the context of the 2035 plan. We have to consider the transportation impacts and avoid unintended consequences and we have to balance that with speed. So, I believe by the end of the year, separate from this process, is the appropriate time to raise that.

Commissioner Fritz?

**Fritz:** Presumably, that would also include the discussion of an amendment that is on the table today, to add open space zoning to the zones that could transfer f.a.r., which could greatly increase the amount of f.a.r. available?

**Wheeler:** Yes. That -- we could do it either way. I mean, in my mind, we could either proceed with that today or we could bring that back as part of the overall package at the end of the year.

**Fritz:** It needs to go forward today. I just want to make sure that we are not talking at cross purposes.

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**Fish:** Mayor, I just want to say I appreciate that we're going to take a look at this question. I've heard from a number of developers that there's a softening in the market right now, caused by the ramp-up of production. The fact that the gap between the prices for the market housing being built and people's incomes and some questions about forecasting the economy because, you know -- the question is not whether or not we're going to hit a speed bump someday, it's when, and it's going to happen. So, I've heard lots of concrete explanations of why the market is softening, why prices are softening a little bit and I'm pleased to hear that we're going to do a rigorous fact-based inquiry about whether it has contributed to that or not because I think it becomes an easy target and it may very well be that other market forces are actually having a bigger impact than what's happening.

**Wheeler:** Very good. Thank you. So, that's the commercial break. How many people do we have signed up for public testimony today Karla?

**Moore-Love:** 70, so far.

**Wheeler:** 70, great and if anybody else would like to sign up the sign-up sheets are still outside they're right behind this wall behind me. Karla will call up the first three people and then the next three people so that if they're in one of the overflow rooms they have time to get here.

**Moore-Love:** Call people with disabilities or small children?

**Wheeler:** Yes, please people with disabilities or small children or other mitigating circumstances that need to come up right now. Name for the record, two minutes. Thank you for being here.

**Susan Lindsay:** Hi, Susan Lindsay and I am woefully unprepared. Good afternoon I can't sit down, that's why I'm standing. That's why I came up front. I'm here, again I came in the fall and I'm here, again. There's so many people concerned about the heights and the view corridors from the west side looking east. Again, I want to focus on southeast 12th avenue and my concern about the maximum heights on southeast 12th avenue in particular front of Washington high school, historic Washington high school and where the community center will be built. It's 125 feet. It was supposed to step down to the neighborhood and it's not stepping down. So, right now Buckman and the inner east side and Buckman, in particular, is doing a great job of adding lots of housing units and lots of density and that's taking place, but we would like to focus, again, on this concern about that height on -- you know, if you take a look at Stark and southeast 12th and the difference between one side of the street and the other, it's 125 feet. So, that's one thing. Second, I want to bring up just briefly a concern about this bird glazing on the windows that's one of the amendments. There seems to be a bit of controversy that perhaps there shouldn't be a numerous types of bird glazing's evaluated or used and of course I oppose that I think there's many different -- and the code right now with the amendment allows for that and I'm very much in support of that amendment so that it's not just limited. Third, I want to mention the Morrison bridgehead and the effort to try to keep the heights down there, thank you. And fourth, finally, is the surface lots in the central east side, we know that we're moving to a carless society, but we're not moving there very fast if you look at the central east side and I think if you're going to make an action to get rid of the surface lots in the central eastside, you need to help support a structured parking in the central east side. That really needs to take place and it needs to be a focus of the city, thank you.

**Wheeler:** For somebody who didn't prepare you were succinct, on-point, well organized and compelling arguments.

**Lindsay:** I teach public speaking. [laughter]

**Wheeler:** Very good, thank you for your testimony. Good afternoon.

**Mary Vogel:** Good afternoon, I'm Mary Vogel and I'm the first on the list Karla didn't call me yet, but in any case I'm testifying on volume 2b, transportation system plan, page 155,

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number 9, neighborhood greenway projects. Rather than just delete, I request that you substitute, instead, projects 201, 30 southwest 12th and 20131 southwest Jefferson Columbia, page 170 of the tsp tables. As an urban cyclist for over 40 years, standing, I ask that these downtown bikeways in the transportation system portion of the central city 2035 be corrected to greenways instead, with funding appropriate to meet the change. From Portland bureau of transportation documents, I have the definitions of both bikeways and greenways. You can read it there I'm not going to read the whole thing, but I do want to say that city bikeways emphasize the movement of bicycles, whereas city greenways are a system of distinctive pedestrian and bicycle-friendly streets and trails, enhanced by lush tree canopy and landscaped storm water facilities. All three streets, southwest 12th avenue, southwest Columbia and southwest Jefferson are currently treeless in large swaths of their routes, especially the portions where low-income people live. My street, southwest 12th avenue, lost at least five large diameter trees within the past year, in the portion where we did have trees. Tree-shaded streets make cycling far more pleasant and safer and more pleasant and safer means more cyclists. Tree shaded streets also make more possible on the hottest days of the year, I always try to choose the shadiest streets from cycling and walking, even without triple digit temperatures. For many of my downtown neighbors on such hot days, the lack of shade makes those streets an utter deterrent to getting to needed goods and services. Thank you.

**Wheeler:** Thank you for your testimony. Good afternoon sir.

**Ronald Buel:** My name is Ron Buel Tr120 in the transportation system plan is what I'm speaking to. The rose quarter freeway expansion plan is not an improvement. Those of us at no more freeway expansions are having a hard time discovering any real benefits for the \$450 million cost. It was an interesting meeting we had with matt grumm and art pearce. Matt grumm said he agreed with 98% of what we had to say, that congestion on i-5 would not be reduced. That the city's problem with vision zero the growing number of fatalities here would not be affected by this project. Grumm even used the phrase, induced demand. He knew what expanding freeways causes to happen. Art pearce of pbob wanted us to be accurate in our criticism. He said, this is an odot project, that the money is not coming from pbob. We, of course, disagree. This is a city of Portland transportation system plan. It passed the city planning commission. It's part of the 2035 city plan. We heard what mayor wheeler said when he spoke on think out loud. He said this was about neighborhood restoration of the historic Albina district he said that biking and pedestrian use would be improved. The mayor was wrong, on both counts. There are plenty of good reasons why Irvington and Elliot neighborhood associations oppose this project. So, commissioners, you own this project. You own the \$450 million cost, even though it's being paid for by the state. You own the more than \$100 million that will be spent on planning, design and engineering. You own the lack of real benefits every bit as much as the council before you owned the \$200 million that wasted on the planning of the Columbia river crossing.

**Wheeler:** I'm sorry, sir. I'm going to have to ask you to wrap it up.

**Buel:** My last sentence is, if I were you, I'd give some more thought to this project's role in your own legacies, as commissioners and mayor.

**Wheeler:** Thank you.

**Buel:** Thank you.

**Wheeler:** Next three, please.

**Doug Klotz:** Alright hi my name is Doug Klotz. I'm here to talk about tr120 to start with and I'm here to say that the rose quarter freeway expansion is not an improvement to the neighborhood. As a long time pedestrian advocate and founder of Oregon walks I note some of in features Chris smith has pointed out all the large radius corners. The whole

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project seemed to be designed to move rose quarter traffic in and out and freeway ramps were removed and radiuses were improved -- increased just to get cars in and out. The pedestrians and bicycle river structure, it's there, but it's sort of secondary and the sidewalks would be eliminated. I do support congestion pricing first. On number 8, which is the bird-safe windows. I support bird safe windows I'm worried the sidewalk will be less safe and inviting and here's why. The lines or dots on the glass will make it harder for someone walking along the sidewalk to see into the building, see the people inside and these are the people who are supposed to be providing eyes on the street and see if somebody's in trouble on the street and call police. I'm suggesting that the rules should require a clear appearing area between like four feet and seven feet so that you can see into the building and the people in there can you see you. There are bird-safe treatments that are more clear, the ultraviolet treatments more expensive, but there are treatments to do that or maybe that is just not the area where you need to. Anyway, moving along. I support the additional heights proposed in volume 2a, part one, section 17, at the Roseland theater, 15, at big pink, 18 at new Chinatown/Japan town and 19 in old town Chinatown as well as number 7 the RiverPlace bonus height. Downtown is the place where we should be building our highest and largest buildings and -- views from existing buildings are not protected and should be expected to change as the city grows. The new buildings will include affordable housing, which is much-needed and RiverPlace site, especially, will provide 500 units of affordable housing. I think we need to think carefully about that and try to accommodate Portland's growth as much as we can downtown.

**Wheeler:** Thank you. Good afternoon, Philip.

**Philip J. Wolfe:** Hello Mayor Ted, and commissioners, my name is Philip J. Wolfe. As you know I am still intending to run for city council 2018, with that said, I have tremendous concerns regarding the rose quarter freeway expansion....

Today I would like to address once again... with what you have said previously in other meetings that this projects supports in improving when I beg to differ. It is quite the opposite on many counts...

1. It doesn't support ECO friendly environment
2. It is heavily focused on cars, not walking (mobility) and bicycles
3. It doesn't support equity
4. It doesn't solve traffic congestion
5. And finally it brings more cars in already congested downtown which would bring chaos and death.

Bless you Amanda

In closing, please allow me to draw you something and bring you in perspective on why I am still amadant on considering adding other means of public transportation which supports

1. Cleaner air
2. Less congestion
3. Supports equity
4. Lessen congestion
5. Less death

Here I go.

**Wheeler:** Thank you. Good afternoon.

**Agustin Enriquez:** Good afternoon. Mayor and city commissioners, my name is Augustin Enriquez a principle with gbdr architects. City council reviewed an amendment to the cc2035 plan regarding an eight-acre parcel at the southern portion of downtown commonly referred to as RiverPlace on December 6<sup>th</sup> last year. Prior to that public testimony regarding the eight acres was provided to the planning and sustainability commission in 2016, on august 8 and city council a year later on September 7<sup>th</sup>, 2017. As a follow-up to the conversation you all had on December 6<sup>th</sup>, I offer a view observations. First a question by commissioner Fish was asked about spot zoning in the context of RiverPlace spot

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zoning could be understood as the application of zoning to a parcel of land within a larger zoned area when there's rezoning it is at odds with that areas existing uses goals, objectives and restrictions. Spot zoning often carries the implication of favoritism as it happens without a public process that description does not fit the amendment. The eight acres at RiverPlace were discussed as part of the 2035 public process on multiple occasions and the zoning criteria proposed in the amendment is very similar to the zoning for the immediately adjacent south waterfront subdistrict. The amendment does not change the allowed density to this site it does not change the allowed uses for this site. The amendments only substantive zoning criteria being up zoned for RiverPlace's eight acres as building height and that height is consistent with the south waterfront. Secondly the description about the potential for such a large number of affordable housing units being a public benefit is accurate. However, that is not the only public benefit the proposal is to designate that open space in the northeast corner of the site adjacent to the existing south waterfront park. Similar land, this close to the heart of downtown -- similar land this close to the heart of downtown Portland, directly adjacent to open space by the Willamette river is mostly developed with buildings or surface parking. Land such as this that could expand the public enjoyment of the Willamette river seldom becomes available for redevelopment and when it does is rarely part of a larger parcel that sets aside the most valuable land for publicly accessible open space rather than building upon it. Building to the height proposed in the amendment requires that public benefit.

**Wheeler:** Did you provide us with written testimony?

**Enriquez:** I have not, but I will email this to you.

**Wheeler:** That would be great I just wanted to make sure I didn't lose it somewhere. Thank you. Appreciate it. Thank you, all three of you. Next three, please, Karla.

**Moore-Love:** A group of four has asked to come up.

**Wheeler:** Good afternoon.

\*\*\*\*\*: Good afternoon.

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

**LaJune Thorson:** Hi, my name is lajune thorson and I'm here to speak about volume 2a, part one, amendment number 7. My husband and I had members of the south downtown neighborhood development coalition and we have some of our members here today. We've lived in Portland 42 years and downtown for the last eight. We urge the council to uphold Portland's traditional step-down to the river guideline by rejecting the building height increases sought by amendment number 7. We welcome redevelopment in pursuit of density and affordability, but in furthering those goals, the council must never lose sight of Portland's defining characteristic, its harmonious marriage of urban charm and spectacular scenic beauty and appreciation of harmony begins with the city's most central scenic feature, the river that runs through it. Viewed from above, from the tram, the hillside staircases, the roads and sidewalks winding above downtown, the Willamette seems always beckoning close by, inviting interaction with the great outdoors and what better vantage point for admiring the city itself enfolded in its hills than from the water level, tom McCall waterfront park, the bridges, the esplanade, kayaks, paddle boats and dragon boats. We have step-down zoning to thank for preserving those Portland impressions available to everyone from countless public view points now and forever. The central city 2035 plan already allows RiverPlace building heights up to 200 feet which more than doubles the current limits. This should provide ample opportunity for any developer willing to take Portland values to heart, while accomplishing the city's goals of density and affordability. We hope never to see a future in which our river is walled off from the city or vis versa, primarily for the benefit of private view holders and private profit. Let's please resist the destructive consequences of bad precedent and reject amendment number 7.

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**Wheeler:** Thank you, good afternoon.

**Joan Kvitka:** Good afternoon I'm Joan Kvitka a long-time citizen and educator of Portland. I'm speaking on behalf of many active residents in my south downtown neighborhood. We are concerned about the decision making process regarding the proposed amendment volume 2a, part one, number 7, RiverPlace bonus heights. If enacted it would override the existing recommendations derived by the six-year planning process by the planning and sustainability commission that includes maximum heights in RiverPlace to 200 feet. One, outside the customary process, the developer mvp capital chose to wait until after the commission forwarded their recommended draft to council in May 2017. In July, mvp capital circulated to the council a glossy 22 page vision booklet describing eight high-rise towers with heights far exceeding the 200 foot limit, even in excess of 325 feet. Number two, mvp capital approached mayor wheeler for sponsorship, the mayor's commitment to finding affordable housing in the downtown core may have led him to support the eight soaring towers to provide more units of inclusionary housing. He may also be influenced by an attitude that is revealed in a recent Portland Tribune article in which the mayor states "downtown is the most logical place to grow, all of the growth we accommodate there is growth that doesn't have to go into neighborhoods". Please take note, downtown is a neighborhood. For thousands of people who share the same concerns regarding proportionate livability through design and density. Number 3, mvp capital chose gbd architects to head the design of their RiverPlace development, Conveniently Katherine Schultz, a gbd principal, also the chair person of the planning commission. The appearance of complex is disturbing we feel overshadowed by investors and developers who seek to defy what will be iconic in Portland's near and historic future. We oppose diminishing the nature of our waterfront forever, we urge city council to reject this amendment. Thank you.

**Wheeler:** Very good. Thank you. Good afternoon.

**Amber Howell:** Good afternoon, mayor wheeler and commissioners thank you for the opportunity to testify. I'm Amber Howell full time resident of south downtown with my husband and twin toddlers. I'm here to express my opposition amendment volume 2a, part one, number 7 RiverPlace bonus height. My concerns lay in the dramatic increase in population density without a plan for infrastructure support and recognition of the impact in unattended consequences within my neighborhood. My number one concern is excessive density. The amendment will enable the developer to construct a complex five times the size of the next largest residential complex in the area, adding to the existing residents, this area will contain over 7,000. This is equivalent to the size of hood river. Number two concern, infrastructure overload. This development will overstress the marginal transit system of an overcrowded and slow street car and one bus line the congested street traffic will further impede both and access to max requires a half mile walk to a station. The streets of moody avenue and river parkway are near capacity I worry about the added traffic on harbor drive on outings the kids and I and my double stroller, cross harbor drive which is already very frightful. The impact on major arteries in and out of the city may be paralyzing and personally over the last five years, my commute on i-5 has doubled taking away precious time from my family. My third concern is safety. Currently there are three fire stations serving the west side downtown. Does this growth and density jeopardize the safety of the area and surrounding community? Would emergency services be able to reach my children in time when needed most? I'm not opposed to responsible and safe growth, but this amendment feels careless and lacks an understanding of and solution to its crucial consequences. Thank you for the opportunity and I hope you will consider my family's safety and concerns.

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**Wheeler:** Very good. If I could just state for the record, so there's no confusion. Should any developer seek to build within whatever guidelines we choose for that particular area, they still have to go through the planning and development process, so all of those issues transportation, safety, egress, all of that comes into play. I do want to directly address the question of bias. You're right, I was not particularly eloquent in the way I stated that. Often times, I'm asked -- a microphone gets shoved in my face and someone says "what's your view of the world" and then I regret the exact choice of words. I want to tell you what I've been saying for the last several years, which is I do support density, particularly in housing, we need more middle so called missing middle housing, we need more workforce housing, we need more affordable housing, lower income housing. There will be increased density because we already made that decision when we chose to locate in an urban growth boundary to preserve forest land and farm land on the preference. So, we already agreed to increase density. Now the question is, where does the density go? There are some areas where densities more appropriate than others and I've been very clear about what my own personal hierarchy is. The central city is the best place for increased density and increased housing, transit-oriented corridors, town centers are a close second. There will also be density in the more currently single-family residential neighborhoods and we've pursued strategies there as well. We'll be taking up the residential infill strategy, we've supported the auxiliary dwelling unit strategy. There are strategies within this plan that actually address increased density in neighborhoods outside of the central city area. So, all of that is on the table and I did not, in any way, mean to imply that I do not understand that downtown is an important and robust community and neighborhood. I simply believe and may have a difference opinion with you and so far, I feel that the central city is exactly where the most density should be. That's my official view of the world, but I appreciate you raising it.

**Bowell:** Thank you.

**Wheeler:** Thank you. Next three, please. Good afternoon.

**Bob Shoemaker:** Good afternoon, commissioners.

**Wheeler:** Thank you for being here.

**Bob Shoemaker:** Pleased to be here. Not pleased why we're here. I'm a member of a small coalition that has arisen in south waterfront or a portion of the waterfront of the river, who disagree with the proposal that the height limit be expanded, originally to 400 feet. Now, to something somewhat less than that, but a lot more than is presently there. Mrs. Shoemaker and I are residents of the RiverPlace condominiums, which are immediately across Montgomery from the site that is proposed to have the new height limits. RiverPlace condominiums comprises -- there are eight buildings surrounding beautiful courtyards, all low-rise, three or four stories, 190 condominium units. So, it's a very pleasant neighborhood right on the Willamette river, in a very Portland-like sort of a place. If the high-rises are allowed, rental units of similar architecture, it's just a matter of probably a fairly short amount of time before this will occur and RiverPlace as we know it and 190 people that live there will be displaced by more high-rises. This really isn't a way the camel's nose under the tent. Once you start high-rises and discard the plan for stepping down to the river, I think the city is committed to doing that again and again and again and I think to destroy -- to do this, is to place great risk on RiverPlace and there are probably other places along the Willamette river, which are so much a part of Portland, that will be replaced by high-rises. So, I'm -- among others -- asking you to not do this. Thank you.

**Wheeler:** Thank you, sir.

**Gerson Robboy:** Good afternoon, my name is Gerson Robboy and I'm a homeowner in the Hosford Abernathy neighborhood. I've lived in Portland since 1965. I want to speak in

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favor of the least restriction of building heights and that is a whole collection of items in this list, number 7, number 16, 17, 18, 19, 20, 21 and 23. Some of those have to do with view corridors. We have a crisis in housing costs in Portland. It's related to a crisis in homelessness and a loss of demographic diversity and we simply need more density. I want to advocate for the least restriction of building heights because we need to accommodate for the growth of the city and we need more housing to meet the demand in order to contain costs and, I feel that the trade-off, especially with view corridors, is just -- is not worth it. Simply put.

**Wheeler:** Thank you. Appreciate your testimony. Good afternoon.

**Terry Parker:** Terry parker, northeast Portland, a livable connected city is a city where mobility is not restricted. An equitably-healthy city is where infrastructure users pay fair share for what they specifically utilize. Portland fails on all front. On tr120, I'm in favor of this freeway expansion, it's really not an expansion, it's just adding weave lanes. You hear from a lot of bicyclist, motorists are left out of the process bicyclist don't use the freeway, motorist do. If anything, it'll cut down on the fender-benders, be safer freeway and you won't have the congestion from the fender-benders. I feel this shouldn't have tolls, this is without tolls that's discrimination. Given that motorists subsidize other modes, they already pay more than their fair share and this coincides with the third highest response from a how to improve the quality of life question on a recent metro poll, congestion. In Oregon a bicyclist is considered a vehicle, providing dedicated pavement space to accommodate bicycle travel like the green loop is a privilege. To establish equity health, amendments to increase bicycle connectivity including the green loop need to have a reference to charging bicyclists some kind of privilege or registration fee for the creation, use and maintenance of the dedicated pavement space. Continuing to siphon off gas tax dollars is inequitable, you're giving bicycles a free pass and that would be 2b, 2, 4, 6, 8 anything that includes adding bicycle infrastructure. Finally, on volume 2a number 16, 10 and 7. I agree with commissioner Fritz that step-down, maximum building properties closer to the Willamette river need to be maintained and this includes the Willamette bridgehead. The amendment also appears to uphold the policy that calls for improving access to and from the central city on the regional freeway system. Thank you, Amanda.

**Wheeler:** Thank you, terry. You meant the west Morrison bridgehead?

**Parker:** Yes. I put west in the testimony.

**Wheeler:** Thank you, sir. Appreciate your testimony. Next three, please.

**Wheeler:** Good afternoon. Would you like to go ahead and start for us?

**Trish Nixon:** Sure. Good afternoon mayor Wheeler and city council my name is Trish Nixon and I'm a managing principal with Irs architects. I'm responsible for a multi-housing studio. We have been involved in the design of more than 1,000 multi family housing units in the last five years and are currently working on several projects within the central city. My testimony is related to the central city plan district amendment number 4. I request that the current requirement to transfer f.a.r. in order to build up to the allowable height be eliminated so that maximum density can be more readily reached without the added and unnecessary financial burden that transfer has on projects. The taller height limits in the central city allow for a lot of density and greater opportunities to provide more affordable housing units. The additional 3:1 f.a.r. bonus for the inclusion of affordable housing units in a project is a great way to prioritize affordable units. In order to utilize that development in full the building would need to be high-rise construction. The reality is, high-rise construction adds a significant cost to a project and in and of itself often requires the maximum density in order for the project to financially make sense. Every cost added to a project impacts the viability of that project, allowing property owners to build up to the maximum height without the extra cost burden of a f.a.r. transfer after they have met the

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affordable housing requirement, will improve the chances that a larger project will be built, therefore increasing the opportunities for more affordable living units within the central city and larger public benefits that come from the increased housing from sdc and cet fees to property taxes. For those reasons, I urge you to adopt the Oregon locust requested amendment to remove the transfer requirement for building up to the allowed height. Thank you.

**Wheeler:** Thank you. Good afternoon.

**Brian Wilson:** Good afternoon, my name is Brian Wilson resident of southwest Portland, also a business owner, mainland northwest, we specialize in developing workforce and affordable housing as well as college housing in the central city. I'm here to speak specifically on amendment 4, which by the way I do support I think it's an improvement. I would like to request that you consider the locust proposed amendment to remove the restriction on transfer and f.a.r. and the expense simply put I think it's urgently needed in the central city in order for us to be allowed to build to the maximum height. There are several sites I am working on currently in fact one that I hope to bringing to all of you very soon that would support affordable artist/live/work space in the downtown core. The site that we're considering would require the ability to do the f.a.r. transfer and any additional expense added to the project, which by the way will probably be financed with public facility bonds, might make it not pencil. So, I would urge you to consider that amendment I'm pleased you're going to bring additional f.a.r. up as a conversation later in the year that's fantastic, but this specifically refers to existing f.a.r. that we already have. Thank you for your time. I yield.

**Wheeler:** Commissioner Fritz.

**Fritz:** I just want to put out there that what we have been talking about is expanding the government's ability, city of Portland's ability, to provide additional f.a.r. through the transfer program and that could have multiple benefits including potentially choosing affordable housing projects to sell to at discount rates. So, that's what we're looking at and so just doing -- allowing to build to the total height wouldn't necessarily get us all the benefits that you just mentioned and so that's part of what the mayor and I will be working on over the rest of this year is seeing what we can do in terms of a package proposal.

**Wilson:** I appreciate those comments I would like to emphasize any flexibility that we can have in the system will help us build to the density goals that they city has established. That's certainly my priority.

**Fritz:** Thank you.

**Wheeler:** And Mr. Wilson, you're somebody who has been actively-engaged in this kind of development and we would very much like the opportunity to each out to you and get your expert insights and opinions about this process as well as it unfolds.

**Wilson:** I am at your disposal.

**Wheeler:** Thank you sir, appreciate it. Good afternoon.

**Eric Cress:** Thank you, thank you mayor, commissioners. My name is Eric Cress I'm a partner and founder of urban development partners. We're a sustainably focused community oriented developer based here in Portland. I'm also speaking today in support of the locust amendment to -- which addresses amendment number 4. In essence, this amendment would allow for the building of additional market rate and affordable housing when projects meet the 3:1 far bonus requirements while staying within property height limits. Again the 3:1 bonus requirements are affordable housing requirements and seismic life safety requirements. Importantly, imploring this allowance for central city buildings that are already subject to design review would provide additional needed housing without compromising urban form. In considering the dire need for additional private funds to build our housing infrastructure, any policy that is accretive to our housing supply without

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compromising design quality is needed in consistent with the city's goals. This amendment would directly affect one project currently in our pipeline and certainly future projects, adding to the city's supply of affordable housing, without additional tax burden and in fact would provide additional property tax revenue. In addition I'd like to speak -- request reconsideration of the salmon springs view corridor, referenced as ccsw17 in the central city plan. As a building owner and resident of Portland, I certainly value the views of our beautiful, scenic resources quietly limit when they are blocked by construction around my home and my own office. However, I value transit oriented affordable housing and job more than views, especially for views that are only available 90 days out of the year. Taking a position for the luxury of scenic views over housing or jobs is inconsistent with our city's goals, especially in a time when affordable housing is so scarce. Thank you.

**Wheeler:** Thank you. Appreciate your testimony. Next three, please, Karla.

**Sherry Salomon:** The three of us would like to share the six minutes, if you could have the bell go off at the end? Would that be okay?

**Wheeler:** That's fine.

**Sherry Salomon:** Thank you.

**Wheeler:** I figure if you went through all the trouble of wearing the same shirt. [laughter]

**Sherry Salomon:** We did because we live in goose hollow and we're wearing our goose hollow shirts to show support for our neighborhood.

**Wheeler:** Very good thank you.

**Sherry Salomon:** My family is here today.

**Wheeler:** Sorry you have to state your name.

**Sherry Salomon:** Sherry Salomon.

**Stephen Salomon:** Stephen Salomon.

**Daniel Salomon:** Daniel Salomon.

**Wheeler:** Thank you.

**Sherry Salomon:** My family is here to beg city council to keep cherished public views protected. Don't privatize views of mount hood and the vista bridge so that only those rich enough to live in the buildings blocking the view can see them. Those are not Portland values. There are fewer and fewer places where the public can enjoy the views of mount hood. The central city 2035 plan removes over 60 public views that we enjoy today. 10 mount hood views will be lost along the river. We know that development is necessary. So we're only asking to save one of those views. Please vote for mayor wheeler's amendment to save the incredibly important mount hood view from salmon springs fountain.

**Daniel Salomon:** Mayor Wheeler, you seem to put a lot of stock in the idea that the planning commission already carefully considered this view and voted not to protect it, but they didn't carefully consider this view. We were there. Are you aware that the planning commission chair said she was unaware that there was a view of mount hood at salmon springs fountain. She was very dismissive and acted as if this was a view no one knows about. I'd like to remind you that the view of mount hood from salmon springs is the main image used for travel Portland's marketing materials to sell Portland around the world. The planning commissioner chair lives in lake Oswego and doesn't know this basic fact about Portland. This makes me wonder why we have non-Portland residents serving on such important committees. This woman heads the commission that votes on heights and views and doesn't even know about one of the most important views in Portland. This is a highly-developed view site with telescopes and an amphitheater to enjoy the view. An east side property owner told the commission that residents could always go to council crest to see mount hood, a place less accessible by public transportation. This is an idea that the planning commission thought this was reasonable. The prevailing attitude was, just go to council crest if you like to see mount hood a place which I'd like to reiterate is a place less

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accessible by public transportation. I'm not rich, I'm on disability and live in section 8 housing. I'm also a canary in a coal mine that there is so much more at stake with these issues than just access to beauty. This view corridor's – eliminating view corridors also impact human health, dignity and community. Will you plan for a city where there is egalitarian access to views or will you plan for a city where views are only for the rich?

**Stephen Salomon:** Salmon springs fountain is visited by thousands of tourists each week and will add more than \$5 billion annually to our economy and thousands of jobs. You only need to lower heights on a few properties to save this last view of mount hood from the Willamette river. The view of mount hood from the vista bridge will only be one of the snowcaps. We're asking to save today's view, which has a beautiful contrast between the low slopes and the snowcaps. We're also asking to save the view at the weather beacon which can be clearly seen from the bridge. It will only take lowering the heights slightly on eight properties to keep the beacon unblocked. Please add an amendment to save this view.

**Sherry Salomon:** Please vote for the amendment by commissioners Fritz and Eudaly to save views of the vista bridge. You set heights at today's height, but that won't keep buildings from blocking the bridge. You can fix that by lowering heights a few feet more and making the zone with lower heights wider. Today, the bridge can be seen from many parts of the city because building heights are low for four full blocks next to the bridge. You'll also need to add back the protected view from i-405, down southwest Jefferson, since that was taken away in the last draft. For those of us who aren't rich enough to live in a building blocking views of the bridge, we shouldn't have to stand in the middle of the street, under the bridge, to see the arch. There's lots of money at stake. Conflicted sac members will gain approximately \$50 million to \$100 million in increased profits because of the increased heights they voted to give themselves. Please vote for commissioner Fritz's amendment to lower bridge head heights, which will go a small way to addressing heights that were gained unethically, but it will also prevent shadows across the waterfronts park and keep the riverfront from being walled off and privatized. We speak for retirees, for disabled people and for low-income people. We hope you listen to us and not just the wealthy developers who donate to your campaigns. We should have a voice here, we should all have access to views, rather than having them blocked off for private viewing to the very rich. Please vote for the average resident and not just those who stand to gain the most financially.

**Wheeler:** Thank you. Thanks, all three of you. Next three, please. Good afternoon would you like to go ahead and start please.

**Eric Simon:** Eric Simon.

**Elizabeth Cooksey:** Elizabeth Cooksey.

**Traci Prince:** Traci Prince, Hi we're with the goose hollow foot hills league the neighborhood association. Goose hollow's one of the densest neighborhoods in all of Oregon. We're very proud of the fact that half of our board is low-income and half are renters and that reflects our neighborhood demographics. We're representing a unanimous goose hollow position. We've seen that the more goose hollow fights for what's best for all residents in ways that cost developers millions, the more vicious the personal attacks. I was defamed online, again, this week. I have a view of mount hood and no proposed height in central city 2035 will affect my view. I and my fellow board members aren't fighting for personal gain. We're fighting for every Portlander who hasn't had time, for three years, of reading thousands of pages of code every six months in order to understand how much views are being privatized and how much ethically conflicted developers are being enriched. Mayor wheeler, your amendment would keep mount hood views from being privatized at salmon springs. However, you seem hesitant you said that you trust the

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planning and sustainability commission decision. We feel you shouldn't trust it. Their decision won by only one vote. The commissioners were heavily influenced by a developer who consistently votes for policy that will make his business the most money and they were persuaded by the chair, who claimed there isn't a good view here. What does she know, she lives in Lake Oswego. Here's the view, it's stunning, it's used by travel Portland as the iconic image marketing Portland around the world for conventions and tourism. It's crazy to decide that private profits are worth more than public access to this view, which is downtown's last public view of mount hood. Cc2035 removes 10 other views of mount hood from along the river and we're only fighting for one. We think we're being very reasonable by focusing on the one big view to save. Travel Portland sent you a letter, advocating to save this view and we agree with them, tourism brings billions of dollars to Portland and most tourists go to this spot. It will only take lowering heights on a few properties. Vote for egalitarian access to the last public view of mount hood from downtown. Thank you, commissioners Fritz and Eudaly, for trying to protect this from happening with your amendment. This is what views of the vista bridge will be like with the proposed heights, but you call for going back to today's heights.

**Elizabeth Cooksey:** Which many people have argued would allow for buildings to block bridge. We're asking to lower heights slightly from what you've proposed. 25 feet from the bridge to southwest 20th and 35 feet from 20th to 18th and we're asking for the middle section of lowered heights to be wider, covering the entire block next to the bridge to the north and south of Jefferson so that the bridge won't be walled in by buildings. Also, the view corridor from i-405 to the bridge was removed in the previous draft. It seems like language should be added back to make sure i-405 to the bridge is clearly stated as a protected view. City council already agreed to protect the view of the vista bridge when you adopted the west quadrant plan, one of its five urban design policies specifically named the vista bridge and committed to elevate the presence, character and role of this significant public view corridor which defines the district. Policy 5.4 of this draft commits to preserving views of the vista bridge. Policy 5.7 commits to preserving gateways. Please keep this magnificent gateway from being blocked by buildings. Please vote for the lower heights for at least four blocks near the bridge. We're asking for an amendment to protect today's view of mount hood from vista bridge and the view of the weather beacon. In this photo, the views -- the view is being used as a backdrop by a middle school's morning show. This vista from the vista bridge is important to Portland's sense of place. We are asking you to lower heights only slightly, four floors on approximately eight properties. It won't take much. In order to be able to see the charming weather beacon from the standard insurance building it would only take this slight lowering of allowable height. Many residents have told us about walking across the bridge and looking to see what the weather beacon predicts.

**Eric Snow:** On all views it is shocking to see that the eseeae economics, social, environmental and energy analysis developed by bps staff has no metric to measure views that are so iconic that they've appeared on Portland postcards and promotional materials for over a century. And there analysis private profits for, developers will always be weighted more than the public good of egalitarian access to views, we appreciate mayor Wheelers amendment that fixes typos related to Goose Hollow and the historic districts incorrect heights, this is a simple oversight and we're glad it was caught. As reported in the northwest examiner the ombudsman found that the west quadrant stakeholder advisory committee members public officials were unethical, they voted to give themselves millions of dollars by increasing heights on their own properties. You recently voted to require stronger ethics in stakeholder advisory groups, you said that knowing someone's conflict of interest was enough for you, that you would take care of the rest by voting in a way that

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understands that a conflict took place. So you've been given overwhelming evidence that conflicts of interest took place during the central city 2035 process, yet you haven't lowered the heights these people voted to give themselves, you should rescind all heights given to these developers in this ethically compromised process. We don't think Portland should be doing business this way, we support commissioner Fritz's amendment to reduce heights at the bridge head, but we believe that many other heights were obtained in ethically compromised ways and should be rescinded. We've discussed these views in dozens of public meetings over a three year period. We've heard from our, disabled and low income residents that public access to views means a lot to them. Please represent all Portland residents and not just the developers. Thank you.

**Wheeler:** Thank you. Next three please. Wont you go a head and start please.

**Elizabeth Hart Morris:** Good afternoon mayor and commissioners, my name is Elizabeth hart Morris I am a co-founder and the executive director of the green roof info think tank also called gritt. Gritt is a Portland nonprofit dedicated to supporting the use of green roofs through education and outreach to heal our environment and to heal ourselves. On behalf of gritt we applaud and fully support the council's inclusion of an eco-roof requirement in the central city plan. We support council's amendments adopted earlier this month and gritt also supports the recent inclusion of a rainwater harvest equipment in the 40% exemption but no more. No more than the 40% is what I mean. Gritt is prepared to support the city of Portland, bps, the development and design community, building owners and install a maintenance contractors affected by the amendment. We provide green roof tours, education, research, as well as green roof symposia to help foster consistent adoption and use of green roofs across Portland. Thank you for the opportunity to provide comment and thank you so much for your influence on the future of Portland. Please feel free to contact gritt for more information, research, and we also invite you all, you all, to join our spring green roof tours and presentations that gritt will provide.

**Fritz:** Does gritt have a website that people could find out about that.

**Hart Morris:** Uh greendroofthinktank.org.

**Wheeler:** Good afternoon.

**Donner Johnson:** Good afternoon thank you for my chance to be here. My name is Donner Johnson and I am a member of the south downtown neighborhood development coalition.

I'm here to speak in opposition to amendment 7 the RiverPlace bonus height. This is an amendment which came into being as I understand it partly as a result of something called the vision booklet which was distributed by nbr developers. I've looked at this booklet at least parts of it and it has what I would call laudatory maybe questionable information, for example it shows buildings from a side view and there are buildings in that side view that don't exist and might never exist. I understand that they are doing an assumption about 2035, but what it does is mitigate the actual affect the step down affect that we have all agreed on in document 2035. Secondly I'd like to say that it's been said that this is not a case of spot zoning, but it obviously is a case of spot zoning since it is an exception to 2035 and it will definitely open the door to other developers who want to see if they can get the same kind of advantage. It reminds me of happened in San Francisco when I lived there in the 60's and the Transamerica pyramid was built which pierced the written and unwritten agreements that citizens had about building height and of course anyone who's seen San Francisco knows what has happened there. Another question and actually I have a question for all of you and that is this. I understand that 500 odd rentals will be built um these are rentals so the buildings entirely rentals, is there anything to prevent the developer from converting these to condominiums at some later date? Thank you.

**Wheeler:** Good afternoon.

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**Bob Sallinger:** Good afternoon my name is Bob Sallinger I'm the conservation director for the Audubon society of Portland, we submitted some pretty extensive comments, I'll go through some of those today. First we want to support volume 2a amendment 8 the bird safe window standard amendments, that moves some of the technical details to administrative rules, but retains flexibility we think that's the right way to go, so we encourage you to do that, but please don't put any additional restrictions beyond that, I think we can work out all the details in the administrative rules.

**Fish:** Bob in terms of and this won't count against your time, but in terms of preserving flexibility, how many different kinds of treatments are there out in the marketplace today?

**Sallinger:** There's probably about a dozen out there and there's more coming on the market every time.

**Fish:** You want to have as much choice in flexibility.

**Sallinger:** With these in part for developers they serve different functions in addition to the bird safe goal and we think that it's important that developers have that flexibility to pick and choose cause some of them help with heating and cooling and other things as well, so aesthetics. So we think retaining flexibility for developers is an important aspect of this. Plus the technology is changing, it's emerging quickly around this, it's an evolving field and so keeping it in the administrative rules will allow us to add and subtract as new and better technologies come online.

**Fritz:** And in response to the concern raised Mr. Klotz earlier some of these technologies do allow people to see in and out of the building?

**Sallinger:** They all are able to see in and out of the building, some of them are dots and lines on windows things you see on buildings all the time right now. We have never heard of complaints around the country about those kinds of things they are being instituted in a lot of cities, that's not why people can't see in and out they are minimal, they break up the solid, open glass field that birds crash into.

**Fritz:** Thank you.

**Sallinger:** There are some options that don't have any interference at all. Volume 2 a, amendment 9, eco-roofs, we concur with gritt I won't repeat those comments, but we concur with gritt please don't go any further than you're going right now. Volume 2 b-8, naito parkway expansion, we would urge you to look closely at the tree impacts on that. That's going to take out about 90 mature trees and looking at the plans for that we're concerned they're not going to be replaced with adequate replacements, it looks like one to one ratios and very small trees that won't have the same value. So if they are going to remove trees one we should try to avoid that, two we should make sure that we replace them adequately if we do have to remove some. Volume 2 b, amendment 2, rose quarter expansion, you have heard from a lot of people, we also oppose this project, we do think it's a boondoggle, we think it's not consistent with the city's equity and environmental goals. We encourage you to think hard about going forward I think it's going to be a big waste of money and it will eventually collapse under its own weight but interferes will spend a lot of money getting to that point, so please do continue to look closely at that. Lastly, I want to express my appreciation to commissioner Fish for two amendments 5a amendments one and three that require the city to look at how we encourage development to move out of the flood plain and how we deal with light pollution. Appreciate those being put in there and really encourage the city to fund that in the next budget cycle so we can move forward on those two initiatives. So thank you.

**Fish:** Mayor can I give a preliminary response to the gentleman who asked about condo conversion, so please don't take this as the final word, but my understanding is that under the inclusionary housing rules, a developer has to agree to a 99-year covenant of affordability and that can't just be just taken off because the developer sees an opportunity

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to convert to condos. That's the quick -- that's required by the program, but I'll try to drill down a little further for you. I wanted to give you reassurance that it's not a program set up so that someone can just at their discretion forfeit the public benefit that is required and convert to condos.

**Johnson:** In response I know that some cities have instituted punitive conversion costs, taxes, to prevent that kind of thing happening.

**Fish:** It would be a violation of the covenant and the council would in this case not look favorably on that. I'm sure there's all kinds of remedies if you violate the covenant.

**Johnson:** Thank you.

**Wheeler:** Thank you all three of you. The next three. Good afternoon.

**Maria Cahill:** Hi. My name is Maria Cahill and I'm coming to speak on volume 2-a-1, amendment 9. I'm a program manager for Recode a Portland based nonprofit funded to work on national efforts with a special focus on the west coast. We work to accelerate adoption of water reuse systems such as rain water harvesting and gray and black water treatment. I'm testifying today to encourage you to incorporate water reuse regulation into the central city 2035 plan and consider providing other permanent pathways throughout the city that will allow us to use all kinds of water more than once in buildings. The steep roof exemption allows developers to use them to avoid building eco roofs. Requiring rainwater harvest from steep slopes can bring new construction back into alignment with the cc2035 goals and policies. We noticed the water reuse policy language is mostly missing from cc2035 plan and that even some barriers to it have been created even though the water reuse is a climate change resiliency tool that can help meet multiple goals. It can mitigate flooding, increase storage capacity and optimize that storage using smart technology. Reused water requires a high level of treatment so when it is discharged it's highly protective of water quality and in-stream habitat. Low carbon district energy systems can be enhanced with water reuse methane systems which are already a cost effective way for high strength waste water generators like breweries to save money on their sewer bills. Our very own house low on eighth code project in the Lloyd district demonstrates how water reuse can improve the pedestrians environment, reduce heat island affect, improve air and water quality and create habitat for bird and pollinators. Even rain soaked cities like Seattle now require rainwater harvesting. They know they must adapt to climate change be expanding their water portfolio. These cities are innovating to allow harvesting of storm water, atmosphere condensate and nuisance water which is shallow ground water that would flood buildings. 30 water experts from 13 states including Oregon serve on the national blue ribbon commission for on-site nonpotable water systems and recently provided detailed guidance on health based approach for developing water reuse permit program. Across the country the accelerating adoption of reuse systems is already happening.

**Wheeler:** Thank you.

**Cahill:** Thank you.

**Pat Lando:** Hello my name is Pat Lando I'm a landscape architect with my own firm Lando and associates landscape architecture, I live in a house entirely covered by an eco-roof and 400 square feet of living wall. Ever since tom Liptan's retirement I'm now one of the longest practicing eco-roof consultants in the country along with Charlie miller and in fact early engineering of some soils are result of our collaboration. So I'm here to testify on two issues, one, amendment 2 a, number 9 eco roofs and a missing amendment for water reuse. First I fully support the staff's addition on the eco-roofs to allow for but I would like to allow for additions as submitted to you guys on an attachment. My review of these amendment languages creates an unintentional loophole for developers by allowing steep roofs buildings to avoid meeting the goals and policies of the 2035 plan. The amendment

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also creates unintentional barriers not only to allow rainwater harvesting but emerging technologies but by achieve lead and sustainable sites the building challenge and potentially other metric programs that support sustainability in high performance buildings. In conversations with staff we anticipate that rainwater harvesting can be allowed to resolve some of these conflicts including the steep roof exemption while meeting the multi benefits found in eco roofs. With the addition of my proposed language submitted the city can achieve its goals of policy 2035 plan. The second issue is I'm requesting the commission to direct staff through a motion to add an amendment to include water reuse in the 2035 plan. I submitted to you a second page, a draft language from Seattle and san Francisco's most recent codes that allow adoption of this water reuse. The new amendments would address the 2035 goals and policy plans for resiliency, as well as building and infrastructure site development.

**Wheeler:** Thank you. Good afternoon.

**Tom Liptan:** Good afternoon. My name is tom liptan I'm the guy that came up with the idea of using eco-roofs for storm water management. While working for the bureau of environmental services I first became aware of this storm water management technique in 1992. In 1996 I installed a roof on my garage and tested its rain management performance. It worked like a charm and bes has confirmed this during the ensuing years with many monitoring projects. In 1999 under commissioner Saltzman's leadership bes helped install an eco-roof on the Hamilton apartments for storm water research purposes. This is was the first commercial eco-roof in Portland and it was on an affordable housing building. Studies on the Hamilton eco roof and others have provided bes with valuable information about storm water, biodiversity, energy and economic viability of eco-roofs. One thing I like to add into this part of my testimony is that I think there needs to be a really comprehensive comparison of many benefits that are associated with green infrastructure. This one associated with the discussion of harvesting and eco roofs and how that might come about to better understand what those values are. Anyway before retiring from bes I invented an eco-roof design, non proprietary, that does not require irrigation. Bes has about a dozen buildings with this design. This design is starting to find favor with private developers and it's simple and cost effective. I say this because a lot of people talk about the cost of eco-roofs and irrigation and various other maintenance issues. These are important depending on the circumstances or the context of the development but many developers will want to as they are doing now just put a roof on it and let me go on my way and that can be seen on division, on Hawthorne, various places where lots of apartment buildings are going up. I have visited u.s. cities and I guess I'm almost done I just want to say I very much confidently and wholeheartedly support the eco roof code amendments and I really want to thank all of you for your service and your consideration and I want to thank everybody in this room because his is democracy in action. Thank you.

**Wheeler:** Thank you, tom we appreciate it. Commissioner Fritz.

**Fritz:** I just want to say for those watching at home sometimes we have people who testify and I think people at home wonder are they actually what they say they are and you are actually what you say you are Tom, not only that, but you came to the parks budget meetings this year and you're ongoing public service is truly appreciated. Thank you.

**Wheeler:** Thank you.

**Eudaly:** Mayor.

**Wheeler:** Commissioner Eudaly.

**Eudaly:** I just have a quick question actually. First of all what a treat to have you here. Thank you for your innovation, early innovation.

**Liptan:** Thank you.

**Eudaly:** I want to make sure that this co-roof amendment is strong as it can be and I want

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to make sure that I understand the concerns about the steep roof exemption because we have looked into this. So, I'm going to read to you the staff response and if you could give me some feedback I would really appreciate that. So currently developers are required to manage 100% of storm water from rooftops, steep or flat, it's a sunk cost it's less expensive to build a flat roof and use it to manage storm water than to build a steep roof and find a different way to manage storm water on site. Bes will allow an eco roof on a steep roof top it just requires more engineering this is why we don't require it but it's allowed. And also there was a concern that we would just have -- we would be requiring flat roofs all over the city so we don't want to prevent people from building steep roofs. So, is there language you're hoping that we'll add or change? What's the remaining concern? I understand that the harvesting rainwater that's really a separate issue or reuse of water is somewhat of a separate issue. I'm really wanting to focus on the eco-roof.

**Lando:** So, if you were just to address the steep roof and the eco-roof situation, what I believe when I read and interpret this would be that to avoid the additional cost of putting on an eco-roof a developer could very easily then just create a pitched roof, a 25% upgrade or pitched roof and not do anything that would contribute to the central city 2035 plan. It wouldn't provide the multiple benefits of an eco-roof and they would walk away. You're not mandating that they basically provide an as equal benefit that you're requiring the rest of the eco-roofs covering flat roofs. So you're missing that by simply allowing a developer to sidestep it by building a steep roof. Does that make sense?

**Eudaly:** It does make sense, but Susan is shaking her head. I think the fact is a lot of developers want to have rooftop amenities and I don't think that our eco-roof requirement is going to dissuade them of creating these amenities and many of them want to do eco-roofs as well and it's more expensive to gather the rainwater from a steep roof --

**Lando:** It's the same.

**Eudaly:** I don't think it is. I got a bunch of shaking heads.

**Liptan:** If I could just add so a steep roof it is more expensive to put an eco-roof on that. So that's perhaps why staff has said you don't have to put it on a steep roof, just put it on a flat roof. I really don't think it's necessary at all. Most of the buildings in the central city area are not really going to be looking at building steep roofs whether it has an eco-roof or not. My understanding of their point is that if you have this exemption then people are going to take advantage of it. Maybe a few will, it's hard to understand how many will take advantage of. It could be taken advantage of, though. So, perhaps the best solution is to delete it, delete reference to the slope of a roof. The language that is here today says at 40% could be used and I wanted to clarify that harvesting rainwater from an eco-roof is also possible especially this time of year there is runoff from eco-roofs during the wintertime so they can get water that way too. So, it could be as simple as just taking that off. It would address their concerns and if somebody wanted to do a steep roof, they would have to look at the possibility of saying, well looks like we have to put an eco-roof on it and then they say well maybe we don't want to do that and we'll just go a regular roof. Steep meaning above 25%. Eco-roofs are not that hard on lower slope roofs.

**Lando:** I agree with what tom was saying.

**Eudaly:** Ok, thank you.

**Wheeler:** Thank all three of you. Next three Karla.

**Miles Sisk:** I wasn't quite ready to talk yet, but I'll get started. Hi Everybody my name is miles Sisk I want to speak more specifically on to 2-a section 10 and height caps in general. I'm 23. I live downtown. I'm a renter like 87% much like 87% of the downtown neighborhood as well. I'm a seventh generation Oregonian. My family came over on the Oregon trail 150 years ago and went south. I've got somewhere over 150 cousins back in the rogue valley. A lot of city folk might not know this but Portland for years has served as

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a beacon of hope and opportunity for my generation of rural Oregonians. Rural Oregon is gentrifying. There's not opportunity there for us anymore. There are not jobs there isn't much of economy, land prices are soaring because it's being bought up by people out of state, there's not a future for young rural Oregonians any more. We're coming here. I came here two years ago for that opportunity as well. I know dozens of other young people just like me, people I went to high school with, people I went to college with, who are on the same track that I was, we're coming to Portland for opportunity, for hope and for our chances. You're not going to hear us talking about height limits. You're not going to hear us talking about views. We're too busy trying to fight for a spot at the table in the first place. We're too busy trying to find a place in the city, in our state, that we have been looking to, to come to for years. We can't have that. We need more housing. 500 units of affordable housing were lost downtown when the Harrison towers were converted from affordable housing to condominiums. If you're one of those people living in the towers and you're complaining about the loss of your view from the new river place tower I happily welcome the new 500 units of affordable housing that would replace what you made us lose. Sorry.

**Wheeler:** Thank you. Good afternoon.

**Aaron Brown:** Good afternoon my name is Aaron brown, I'm a registered lobbyist over the no more freeway expansions coalition here to speak about volume 2 b. The 450 million dollar 1.8 mile freeway expansion is not an improvement for the people biking and walking in the neighborhood. Who says so? The local neighborhood associations for one and all of the active transportation groups that closely are following the municipal plans. We submitted a letter this morning detailing our specific concerns about the schematics. I trust that you and your staff when have the time to read it later, so I won't reiterate the points pps board member Paul Anthony and Chris Smith already ran them over I encourage you to look at the letter, it includes comments from 293 other Portlanders who in their wordiness committed an extra 31 pages of comments on why this is not an improvement. Instead of reading the letter I'll tell you a quick story. This Tuesday morning we were serving donuts and coffee on the flint avenue bridge. I got to talk to a lot of people, many I usually just spar with on the internet and realized that we also have a lot in common. We had a good time, got to talk about Damian Lillard's jump shot and a bunch of other nice things, talked to folks that were concerned about the Harriet Tubman middle school. And it reminded me of a really rainy Sunday parkways two years ago, it was the first chance I personally had a chance mayor Wheeler to speak with you. We had a conversation about the gas tax and we were cordial despite the fact that I had been Slagging you on twitter all week. Commissioner Eudaly, that was the first time I met you and we had a conversation I was delighted to learn that reading frenzy was a shop that I had visited and it was cool to realize that you were running for office. That is what is at stake at this project, the ability to build communities where that sort of universe happens. When one looks at the project schematics instead of odot's talking points it's increasingly clear this is a half billion dollar investment that is fundamentally antithetical to the type of community we all claim we're in support of. This project costs twice as much as a price tag to build sidewalks and crosswalks at every school in Portland metropolitan region twice as much. Our conversations today about density, transportation and urban form are ultimately a question of how logistically geometrically we build a city that all of us can afford to live in, can safely get to our jobs and walk our kids to school. I'll close with a quick comment if odot did get this design wrong, if odot did just flub this on, it's out of date, whatever, how would it look different than the community opposition that you've heard over the last six months. Thank you very much and we're honored to continue to work with you on this project.

**Wheeler:** Thank you both. Appreciate it. Next three, please.

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**Marilyn Weber:** Good afternoon mayor and commissioners. Thank you for giving me this opportunity to speak to amendment 2 a, number 21, 20 and 21. Mayor wheeler, I hope you vote for your own amendment to save the mount hood view at salmon springs. When I heard that the last public view of mount hood in downtown was being blocked by tall buildings, I was astonished. I wondered who came up with that idea. Then I began to realized that our planning commission decided the needs of developers outweighed the public good. They decided that having equity and access to views was less important than making those views only for the rich. Their charts carefully measured private profits that would be lost if we lower heights to save views but they don't have a measurement for what having one view of mount hood downtown and having today's view of mount hood from the vista bridge means to Portland. If you use this logic then you would build tall buildings around big ben in London and the Eiffel tower in Paris. These striking landmarks define London and Paris. What defines Portland is mount hood. So you would be blocking Portland's Eiffel tower if you blocked the last view of mount hood downtown. There's a reason we have publicly accessible views. It's because Portland is the kind of city that doesn't believe that views of mount hood should only be for the rich. We are the kind of city that believes that a public view of mount hood should be accessible, should be egalitarian, should be something that can't be made private. I love to see the weather beacon as I cross the vista bridge. I love to see the lower slopes and the snow cap of mount hood. Proposed heights would block off the weather beacon and would only save views of the snow cap. Vista bridge has a striking view because of the contrast between the low slopes and the snow caps. It would only take lowering heights 48 feet on eight properties to save todays view of mount hood and the weather beacon. Please add an amendment to save this view that defines Portland. Thank you.

**Wheeler:** Thank you. Good afternoon.

**Cliff Weber:** Good afternoon. Thank you for this opportunity to address the council. I am here to speak concerning the same two amendments. Let me say by way of prescience on another subject the macon on the subject of affordable housing. My condominium is less affordable than ever due entirely to property taxes which rose 19% last year. So it does seem to me that affordable housing initiatives and inexorably rising property taxes are at cross purposes. Now, on the subject of the amendments, ten years ago my wife and I moved to Portland because the city was said to be special, enlightened, livable, ecologically aware. In all candor now that ten years have passed Portland seems less special with every passing year. As the entire nation was shown on 60 minutes, the problems afflicting American cities in general now plague Portland as well. These problems are intractable and I'm not here to talk about them. I do wish to submit, however, that destroying the assets that the city still retains seems an odd approach to mitigating Portland's problems. Rather, this will only add to them by hastening the day when Portland becomes just another generic American city whose residents flee to the suburbs. Like Mr. Josiah Failing writing in the Portland tribune three days ago, I too favor development in the central city on the condition that new buildings are well designed. At the same time I also join in failing in asking how much longer before Portland ceases to be Portland? Like them, I applaud the enlightened women on city council for their effort to honor the stewardship of past generations by preserving the views of mount hood and vista bridge that visitors and residents alike are currently able to enjoy. There is already plenty of room for tall buildings without having to obliterate iconic views in order to accommodate more. Thank you.

**Wheeler:** Thank you. Good afternoon.

**Greg Wimmer:** Good afternoon, mayor wheeler and commissioners. My testimony is in response to volume 2 a, amendment 21 view of vista bridge. My name is Greg wimmer and I'm a member of Jefferson holdings, the owner of the property located on southwest

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Jefferson and south of 18<sup>th</sup> and also a business owner in the goose hollow neighborhood. During the planning and sustainability commission work sessions the vista bridge view from the Jefferson street overpass was discussed in detail regarding proposed height adjustment for development. City staff studied the view street extensively for the psc and provided detailed recommendations based on precise measurements. City staff and psc recommended a 75 foot maximum building height for our property which would allow for a typical five over one residential structure. The 75 foot building height was also proven not to block the view of the vista bridge. The psc reviewed the data and voted to approve the 75 foot height at this location. With the goose hollow max stop directly across the street from our property it provides an ideal location for multi-family housing. This position is strongly supported by trimet and city council with the intent of clustering around max stops. Please see attached letter from trimet. This location is a clear example of an economic and social opportunity for multi-family housing directly next to a max stop. Voting for this amendment would be a complete reversal and rejection of the work done by city staff and the psc. We ask the city council to affirm and support the recommendations from city staff and psc by voting no on this amendment. Thank you.

**Wheeler:** Thanks all three of you. Good afternoon.

**Josiah Failing:** Good afternoon I think I'm next, I'm Josiah failing. I'll be talking about volume 2-a, part 120 and 21. Thank you, mayor and council members, I'm here today to talk a little bit about the past and more about the future. In 1858 one of my ancestors sent a letter enticing her east coast cousin to visit the then new town of Portland. Though 'tis wet and rainy it does not affect one as you would naturally suppose, rain or mud over ankle is no obstacle if we wish to visit or do shopping. I think you would come on and behold the beauties and wonders of Portland for yourself. The view is most magnificent, the valley's inland lakes and snow clad mountains are at once revealed in this extended landscape and overall has spread a glorious canopy of the most ethereal, blue, brilliantly clear air as pure as the mountain snow. Can you resist so much? [laughter] remember the blue?

**Fritz:** Perhaps you could travel Portland. The blue yes remember the blue.

**Josiah Failing:** Though a bit older in pros this letter reminds me of the "new york times" and buzz feed articles we have all seen in the past ten years touting Portland's unique landscape and character. Today I'm speaking specially about two viewpoints that I feel are an essential part of the character of Portland. The views of mount hood from both the salmon springs fountain and the vista bridge. Back in my namesakes era one could likely view mount hood from the entirety of the waterfront especially considering mud over ankle is no obstacle. Losing views of mount hood has been an unfortunate consequence of growth since then which makes preserving the remaining views all the more important. I sincerely applaud the effort that has gone into crafting the 2035 plan, but I'm here to remind you of the long term value these unique natural resources bring. Consider the ramifications of gradually obstructing views of mount hood, will we eventually be just another cookie cutter metropolis with high rise buildings lining a river downtown. Let's take a look back towards the days when Portland was heralded as the trailblazer in urban planning. Tough decisions are required to protect what we have. If we continue to consider economic growth potential as the most important criteria for our city of the future of Portland how much of Portland will we have left? I would like my children, their children and their east coast cousins to view the central of our city that is mount hood from historically meaningful locations. Thank you.

**Fish:** Could I just ask you because I'm trying to keep your distinguished family tree straight. What's your relationship to bill failing?

**Failings:** Bill failing is my dad.

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**Fish:** Okay.

**Wheeler:** Thank you. Good afternoon.

**Zoe Lynn Powers:** Good afternoon. Zoey powers on behalf of zidell yards I'm here to express support for two amendments to help facilitate the zidell yard master plan particularly related to the adaptive reuse of the barge building. The first which is listed as amendment 1, volume 2 a, part one, relates to the eastern section of the barge building. The current code has the unintended consequence of drawing the greenway setback line which is 100 feet from top of bank directly through the barge building precluding any additional height. The reason for this anomaly is that the top of bank line was originally drawn up and around the man made slip that launched the zidell barges even though the actual water line extends only a short way up the slip way. This creates a second setback where there's already an east-west setback from the actual river. The oddly located north-south setback is not providing a height setback from the river because the river also runs north-south. This has the effect of significantly reducing the height of the buildings around the slip way even though they are not adjacent to the river. To allow the adaptive reuse illustrated in the Zidell master plan this amendment would establish a new height reference line that follows the top of bank line except where it crosses across the slip way. I want to emphasize that any height around the slip way will be set back from the actual river in the same way as all the other buildings along the river setback. The second amendment which is listed as amendment 6, in volume 2 a, part one, relates to the western section of the barge building. The current barge building footprint is over 80,000 square feet a likely tenant may need 50,000 square feet or more of that space for an adaptive retail reuse. The current code limit on retail in the south waterfront is 40,000 square feet the amendment would change the 40,000 square foot cap for permitted retail use to 50,000 square feet but retain the current conditional use cap of 60,000 square feet. The modest change in the code that will facilitate the reuse of the existing barge building. Thank you for your time and consideration.

**Fish:** Mayor if I could we had testimony earlier from the regional arts and cultural council about public art and some development and zidell was mentioned. Could you share with us the opinion you have on that question?

**Powers:** On public art? I know the zidell family is very much in support of public art and that Charlene zidell has been working to create a master plan for the property to think about public art sort of in a broader contest rather than on a parcel by parcel basis.

**Fish:** We have been asked to craft an amendment based on something racc testified about so we made need to talk to you to make sure we get it right.

**Wheeler:** Thank you. Good afternoon.

**Christe White:** Good afternoon I'm Christe white here to testify on amendment 18 for Mr. Menashi. The planning and sustainability commission reduced Mr. Menashi's base height from 350 feet to 125 feet which was a loss of 225 feet on a single parcel. Recognizing this bps offered a compromise of 160 feet, restoring 35 of the 225 foot loss and we appreciate that effort however we would like to offer a different compromise. The 160 feet utilized by bps was based on data point for another nearby building and the notion that 160 feet might be more in line with the character of the historic district. The problem with that is that rationale is totally unrelated to our existing base height of 350 feet and the selected height reduction is a data point from a single building that wasn't built under the current zoning and has no relation to the efforts, objectives and goals of the 2035 regulatory environment. For example, inclusionary housing was not in place when that single data point was constructed nor was the city nor the owner of this property faced with the kind of issues that we face today to resolve the housing crisis. So a height of 160 feet forces a building that will be built to the property lines in a muscular form and the reason for that is because

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we have a base far of 9-1 and a bonus opportunity of 3-1 because of inclusionary zoning. To use that within 160 you're going to build a muscular form to the property line. That muscular form will not necessarily be set back from the Chinese garden. Instead we can minimize our height loss at 250 feet and that allows you a more sensitive and slender building form that has opportunities to utilize that 3-1 inclusionary housing bonus and set it back from the Chinese garden. The point is we can accept some loss in height and even significant loss in height, we can meet you half way. We can accept a maximum base and bonus height of 250 feet. This will be a 100 foot loss in base light rather than the 190 foot loss bps has proposed. We can also accept a loss of all our bonus height potential this. This compromise would at least protect the reasonable unit count, encourage sensitive design options and preserve property tax and sdc revenues. Thank you sorry for going over.

**Wheeler:** Thank you. Next three, please.

**Wheeler:** And I don't know Karla are there still people in the overflow rooms?

**Moore-Love:** They are going to check.

**Wheeler:** There's several seats here if people want to come in. Good afternoon would you like to start please.

**Aesha Lorenz:** Hello, mayor wheeler and commissioners. I'm Aesha Lorenz, secretary for swirl neighborhood association and library for a Muslim community of Portland and they both support me in this. The reason I decided to go door to door in very cold weather last month and ending up getting 180 signatures is because of my shock that people just weren't aware of the view of mount hood from salmon springs fountain and of our beloved vista bridge were threatened by the possibility of even taller buildings. They are already too numerous in front of them, I just couldn't sit by passively. I have lived in Portland since 1960. My grandparents early German settlers who said Portland's country was god's country so they stayed here. Forming Lorenz brothers builders who drove up and down historic vista bridge frequently while building in downtown Portland heights overlooking beautiful mount hood. How can we allow this to happen when those who came before us loved it as much as we do? It's what Portland is known for. Mount hood from salmon springs fountain is frequently on the travel brochures and the charming beacon that looks like a car antenna is a popular icon too. Portland's tourism industry brought \$5.2 billion in direct spending to us last year. How do you think people will feel after traveling here and then the gorgeous views are obstructed? Hard to believe a democratic society would allow preference to a builder over hundreds likely thousands of Portlanders who the view matters to. Extra housing does he say? Most people wouldn't be able to afford to live in those high-rises. Select few while the majority would be deprived of relaxing views that lessens stress. Please don't privatize the view for a select segment of society. This is not what Portland stands for. Portland and we care for the good of all, not a select segment.

**Wheeler:** Thank you and if I could just put out there, and people can feel free to comment on this, this isn't done for developers. At least from my perspective. This is done for more housing. Now thanks to the good work of commissioner Saltzman and others we have the inclusionary housing requirement. So when housing gets built in this city, there will automatically be the requirement for affordability. So every development that happens, yes, developers certainly make money, but there will also be affordable housing work force and lower income housing that results and so I want to be very clear that is my objective here. I'm not here to make people wealthy. Good afternoon.

**Lee Doss:** Hi. I'm lee doss. I have appreciated and been honored to work with or for all of you over decades. I have live here over 40 years and graduated from high school in Europe before raising my four children here in the public schools and in the trenches of the public schools in the neighborhoods being very civically involved during all this time. I just

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want to echo on 20 and 21 what's been said that was positive. I was asked to come at the last minute and didn't prepare but I have appreciated so much each of you showing high integrity and leadership in a city that is watched globally beyond which you can imagine. I was born in Tidewater, Virginia, gave up a scholarship at Wayman Mary to go to U of O, because this is where I wanted to raise my family and I'm still here and my kids have all gone to public universities out here. So I care about Portland being more than just what I personally have seen in the belly of the beast around here. I understand the perspective of developers. I have an international business. Our big family home had endless exchange students. Our kids were in Spanish immersion together. I really care about the global perspective and want to speak for that by being here because it's not just 90 days a year that you see Mount Hood. I have taken all these endless visitors from around the world to see the sunset view almost every day. It's rare that you don't see the sunset view when you're walking downtown. So even though we all care about that, all my kids were raised at the Unitarian Church. You can imagine the social justice aspect of this that's important to me. I think having that public view of Mount Hood, it's not an exaggeration to call it a social justice issue. In addition to being a business person and caring very much that these friends who want to invest in Portland see all the obstacles. So I'm wanting to support you all finding another way so that you can do both. Thank you.

**Wheeler:** Appreciate it. Good afternoon.

**Bill Failings:** Good afternoon. I'm bill failing. Recently exposed father of Josiah failing. [laughter]

**Fish:** Do you have anything to add to his superb testimony?

**Bill Failing:** Well, I do. Thank you, Commissioner and this is what I do have to add. It's not just my own opinion, but I have been authorized by the Swirl Board to read this on their behalf today. So this really is from the Swirl Board of which I am one of the members. Dear Mayor Wheeler and Commissioners. Please consider our support to preserve the iconic views of Mount Hood and the Vista Bridge for all Portland residents and visitors. These views are threatened by proposed building heights under CC2035. The Swirl Board strongly supports the height limits in these three corridors coming up. View of Mount Hood from Salmon Springs Fountain, view of Vista Bridge from I-405 down Southwest Jefferson, view of the Weather Beacon and lower slopes of Mount Hood from the Vista Bridge. That one surprised me, but there's quite a constituency for that. We have gathered a petition with names and addresses of 176 people from Portland and surrounding areas who support preservation of the above views. The aforementioned views. Not only do the scenic views of our iconic Mount Hood and Vista Bridge contribute to quality of life for Portland residents, they are also important tourist attractions. It's vital to preserve them. Portland has become a popular destination to visitors from all over the world. Their tourist dollars support our local economy. Thank you for your consideration. Nancy Seaton and John Neuman, Swirl co-presidents. I too am very much a supporter of development in Portland. I agree with Mayor Wheeler, I think downtown is a terrific place to expand that density, but I think that it has to be selective and I think that with height considerations in mind it's extremely important and really want to say this is that I think it's important that we don't have developers on the same committees that are making these decisions. I think as church and state here. I just think that it bothers me frankly that there is that kind of interaction. There should be a purity to what planning is doing. I was with one very well known developer yesterday and I told him I was maybe testifying today. He's a name you all know, he did a lot of development in Northwest Portland. He said, Bill, there's something wrong in planning to allow these things to happen. I'll leave it at that. Thank you.

**Wheeler:** It raises an interesting issue because as the prior testimony indicated, it creates at least a perceived conflict if not a direct conflict. Really the hard tradeoff we have to

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make here at least on this view issue is view versus housing. That's the tradeoff and it's a really hard tradeoff and that's why I put the amendment on it because I like the view too. It's a really -- I agree with you I think it's an iconic view, but I also understand that we are in a housing crisis in this city that's going to continue into the foreseeable future. The question is how do we trade these off? How do we weigh them? How do we achieve all of our goals?

**Bill Failing:** We respect that.

**Wheeler:** In some of these cases -- I appreciate actually where we are in this process because we're honing down on some very, very specific issues today. We're not discussing broad issues any more. We're discussing very, very narrow issues which means we're getting down to the real nut of the subject here, which is good. I appreciate that testimony.

**Bill Failing:** Thank you for your time.

**Wheeler:** Thank you.

**Moore-Love:** Next three.

**Wheeler:** Karla I'm sorry to interrupt, could I get a quick time check here? How many more people do we have?

**Moore-Love:** I have two full pages here. About 19. I don't know if there's more pages out there or not.

**Wheeler:** Very good. Good afternoon.

**Jan Petit:** Hi my name is Jan Petit. I have lived in Portland since 2009. Today is my first time in city hall and my first time testifying.

**Wheeler:** Welcome.

**Petit:** Thank you. I'm a resident of the Elliott neighborhood, I am a daily bicycle commuter and also the mother of two sons, one of whom will fingers crossed attend Harriet Tubman middle school in the fall. I agree with my neighborhood association the i-5 freeway expansion will not improve my neighborhood but instead will worsen air pollution for Elliott residents and for children at Tubman. The city of Portland and state of Oregon have only begun to acknowledge never mind make amends for the devastation inflicted when the i-5 freeway construction tore a hole through the center of the city's vibrant african-american community. This project will perpetuate and grow that devastation through increased air pollution and the removal of the flint street overpass, an excellent low stress cycling route I use daily. The proposed bridge for bikes will be too steep for all but the hardest of cyclists. The caps and other service street changes are not an improvement and do not offset additional pollution. Freeway expansion has never solved congestion which means this project of \$450 million will be an expensive polluting misuses of funds that could better go to solve our city's many real traffic safety problems. I want Portland to be a leader in fighting climate change and creating a healthy, livable city for all of our residents including my neighbors and children in Elliott. I'm particularly concerned about the negative impact on Tubman kids, many of whom come from our city's most vulnerable populations that have been least served by the schools in the city. This project will worsen congestion and pollution and harm our quality of life and our children's education. I urge you to remove the I-5 freeway expansion from the tsp.

**Wheeler:** Very good, thank you. Good afternoon.

**Mary Coolidge:** Hello, mayor, commissioners my name is Mary Coolidge, I work for Audubon society of Portland. I'm here to testify on amendment number 8 bird safe window standards, volume 2 a, part 1. Audubon strongly supports the bird safe window standard amendment in the central city 2035 plan. In adopting the bird safe glazing standard Portland joins 13 other municipalities in north America that have already implemented bird safe building requirements. That includes san Francisco and Toronto. The standard itself

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has been written to dovetail with goals foreground floor transparency and street activation. Adoption moves technical details of how to achieve that bird safe standard into an administrative rule which allows bps to provide more detailed information and direction on when and where specific materials are appropriate to be used. It also provides flexibility for developers and designers on material selection. A menu of material options will facilitate compatibility between active ground floor use and reducing collision risk for birds. This will also include a limited menu of products that are appropriate for ground floor use in order to maximize transparency and some creating as little as 6% pattern density on the windows, so really low on pattern density. This amendment also creates flexibility to add and remove materials to the list as the bird safe glazing industry evolves, we imagine that there will be a lot more materials that are available in the future. We urge you to adopt the bird safe glazing amendment as proposed. I also just want to take a moment to thank commissioner Fish for bringing light pollution amendment 3 in volume 5 a, which calls for the initiation of dark skies research by staff looking at best practices to reduce impacts of light pollution on human health and also wildlife and ecological health. Thank you for your time.

**Wheeler:** Thank you. Good afternoon.

**John Hollister:** My name is John Hollister and just before I start a clarifying question. Do you get two minutes per amendment? [laughter] did I misunderstand?

**Fish:** I have a special relationship with the mayor. He will give you whatever you want.

**Hollister:** Good. That's cleared up. I want to talk about first item number 20, the view of Mount Hood from Salmon Springs, iconic view, public access, most visited park in the city and of the five Mount Hood views from the waterfront park with the least economic impact. I think just we need to as you're balancing density with the view corridors I think that that is one to highly consider. I also want to speak in support of the volume 5 a, number 7, on the Centennial Mills, public open space, pedestrian connectivity. I'm very much in favor of that and then I was looking for another amendment I proposed it on September 14, cc Northwest 08 and I looked all the way through the white sheet and I didn't find it. Then I went to the green sheet to see if it was in late breaking news, but no, it wasn't there either. So I was perplexed and so I'm just a little flustered. So I'll just segue. It's Commissioner Fish, I want to thank you personally for bringing the city one of the most beautiful parks in all of Portland. Fields Park and it's visited by thousands of people from all areas of Portland. It has an iconic view of the largest, most expensive piece of public art in all of Portland. The Fremont Bridge. At \$82 million in 1973, with a 4% inflation rate in today's dollars that would be \$450 million. Stan Penkin just sent me the name of a piece of art sold in November. Do you know what that piece of art was? It was -- ask me a question real quick.

**Fish:** What was the piece of art?

**Hollister:** The piece of art, not to use my time is the defendus Salvador Mende that's close. Can you imagine having a big building painted right in the middle of that? I can't. So there are only two pieces of property that are affected in this particular view corridor. Mayor Wheeler, as my favorite mayor ever, I would like to request that you consider sponsoring this view corridor and getting in on to the March 17th so we can have public debate on it.

**Wheeler:** We'll look into it. Thank you. Appreciate it. Good seeing you. Thank all three of you.

**Michael Mehaffey:** Good afternoon, Mayor, members of the commission. I'm Michael Mehaffey, I'm president of the Goose Hollow Neighborhood Association. I know our board is grateful for your considering a number of amendments, Mayor Wheeler, on the Salmon Springs and Vista Bridge. I think we all recognize that we need more housing in the city. The issue really is the quality of new development and whether we're taking an evidence

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based approach to make sure we're making the right decision. You have got tough decisions, we understand that. I'm speaking today for myself and I would like to address volume 2 a, amendments 20 and 21, on views. Speak in the larger context of the slow but growing privatization of the urban commons within our city and in many cities. In my current work with u.n. habitat and implementation of the new urban agenda, which is a very interesting, exciting development I think, the quality of public space is looming as a central issue. High quality public space is now understood as key to equitable access for all, for social interaction and physical well-being, for equitable economic opportunity and prosperity and for environmental sustainability. I'm sorry to say that around the world today public spaces under grave threat from privatization. That is from selling off the urban commons to private interests, sometimes for the best of apparent reasons at the time and that's why these decisions are tough and need to be thought about carefully. Views sunlight and sky are an integral part of this urban commons, the public spaces that we all own essentially. When a public view from salmon springs to a beautiful mountain or vista bridge is privatized within new buildings, someone is temporarily enriched in that case but the entire city is permanently impoverished a little bit more. Bit by bit we lose our heritage, our livability and our collective urban treasure. One day we look up and realize we no longer recognize our city and then it's too late and we're all the poorer for it. In closing I think it's vitally important for Portland to show global leadership and resist this insidious degradation of our public space commons. Thank you.

**Wheeler:** Thank you. Good afternoon.

**Brad Malsin:** Brad nelson, president of the central eastside industrial council and Beam development. Thank you, mayor and city council. I'm here to talk about a lot of the issues you've already heard. Housing is absolutely a must issue, but also jobs. We have spent and I guess the word that I want to focus on is compromise because we participated in a multi-year central city planning exercise 2035 plan and southeast quadrant plan with bureau of planning and sustainability in a Portland style. We brought people in, people commented. This was hours and days and weeks and months and years of public testimony of compromise of talking about what would work and what wouldn't work and then centered around this we've have been building a transportation infrastructure to support density. So I understand views, I live in the central east side, I understand when towers go up blocking views going to the west, going to the east, but how do we kind of look in the rearview mirror here once we have reached a sense of compromise on how to navigate development? Without the density to take advantage of the investment in public transportation both for jobs and for housing, I'm kind of not following the lines. I'm from New York, I grew up in Brooklyn. A lot of you know that. I mean views are compromised all the time to achieve additional jobs and housing and everything else. I respect the people who come here and are passionate about the community, passionate about being part of Portland, but I have to question why we are readdressing this when we have already reached a sense of compromise.

**Wheeler:** Thank you. Perfectly timed. Good afternoon.

**Dan Yates:** Remember I used to testify here without glasses. My name is Dan Yates with the Portland spirit. Been involved in the 2035 process for many years. I have to say I'm extremely disappointed where we have ended up. Purely from where we are in relationship to river related and river dependent development. I have six quick points I'll race through. First, a top of bank issue is the way that they want to change it will now take my property which I have been through three greenway permits now make me nonconforming. That will be true for everybody else who has been through the process because it's a rather major change. The new greenway trail will be moved from starting at the top of bank for the first 25 feet to now 50 feet to 75 feet. This will mean that every time someone develops the trail

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will now become disconnected and the code doesn't allow for the east-west connection, it's only north-south code. For the life of me I can't understand how we spent the last 25 years building the trail now you want to create a checkerboard. The city continues in its planning process to ignore state goal 15, the greenway code, and how it relates to river related and river dependent development. Specifically, our property is targeted for a terminal so we can activate the river for more opportunity in the way of transportation, overnight boats, things like that. This terminal is specifically not allowed to have any offices. I can't imagine building an airport without offices, I can't imagine city hall without offices. How can you manage things without the right to do it? I can't for the life of me understand why the city would want to get involved in the dredging permit process and originally the first draft of the 2035 plan had the marine transportation security act of 2002 incorporated into it. All that has been removed. The last issue is the most important to me. That is the city has for the last 20 years ignored supreme court and 9th circuit rulings related to greenway trails and I do not want the city to end up like Tigard, Eugene, and forest grove, by refusing to incorporate supreme court tests that are over 20 years old into their planning code that have resulted in over \$10 million in fines to other Oregon cities.

**Wheeler:** Dan, I had promised you that I would get a meeting with you and with our bureau. Has that been scheduled?

**Yates:** February 2nd.

**Wheeler:** Very good.

**Yates:** Yes. We both know that planners are not attorneys and city attorneys are not specialists in this area. So I'm bringing my attorneys who are specialists in this and hopefully we can avoid the city falling into this trap because it is a big problem staring at you. Thank you.

**Wheeler:** Thanks all three of you for your testimony. The next three, please.

**Cheryl Vitaliano:** Hi my name is Cheryl Vitaliano and I want to thank all of you for your stamina except for mayor wheeler, who just left.

**Fritz:** We're not taking a break we call it a compassion break. So we're not doing one where we all leave we're just going to take it one at a time. He'll be right back.

**Vitaliano:** I'm supportive. I am. I had written all of you and I want to thank -- [laughter] Ms. Fritz. Thank you, mayor.

**Wheeler:** I'm listening.

**Vitaliano:** I want to thank Ms. Fritz for writing me back because I'm talking today about central city district, the amendment 7, 10 and 12 and we have been hearing some passionate discussion about views and access to the waterfront and the possibility of a wall of high-rises in front of our river. One of the reasons that I stayed here today is because no one has brought up the safety issues of what can happen if we actually build eight high-rises and the possibility of between 5,000 and 7,000 people and someone mentioned the possibility of hood river being in this very small area. What I envision in case of an emergency is how are they going to evacuate? Most of us remember the floods of 1996, Chloe. You probably were in high school then.

**Eudaly:** No, no, no. I was hoping that my bookstore wouldn't end up under water.

**Vitaliano:** Okay, well. I remember boats being tied up to McCormick and Schmidt's at the river place. So it isn't a matter of if, it's when and if a tsunami does come and it does come down the Willamette river, how are the people going to evacuate? And I think that needs to be included as part of this plan. Right now there's one narrow road to leave. So I would like you to also consider that. Thank you.

**Wheeler:** Good point. Thank you. Good afternoon.

**Paul Riopel:** Good afternoon. I'm Paul Riopel I'm a resident of northeast Portland and thank you, mayor wheeler, commissioners, for giving us this opportunity. We're here to

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address the -- it's volume 2 b, item 6, on the tsp project list, the Sullivan's gulch trail and Brad Perkins and I are members of the Sullivan's gulch trail committee and specifically the Lloyd boulevard alignment we're here to speak in opposition to the Lloyd boulevard alignment. I'm making reference to the green route resolution sponsored by mayor wheeler on December 16, 2017. Be it further resolved that bps and other city agencies are authorized to continue to work with community partners on similar open space projects and active transportation circuits such as lance green ring Sullivan's gulch trail. We're fully in support of Sullivan's gulch trail, it is the Lloyd boulevard alignment that we oppose. I have submitted some letters and one of them is from another member of the Sullivan's gulch trail committee John Frewing. We have some significant safety concerns that the alignment to Lloyd boulevard would cause cycle crossings at mlk boulevard and grand avenue, which are significantly congested areas and congestion will increase in those areas and bicycle safety will be significantly compromised. We instead support a proposal to actually put the Sullivan's gulch trail under grade, underneath the mlk and northeast grand avenue bridges and connect with the steel bridge which would be more aligned with the vision zero plan for bicycle and pedestrian safety. I will turn it over now to brad Perkins who will use my remaining nine seconds to talk about the rest.

**Brad Perkins:** If I can get a few seconds of jack Frewing who couldn't stay as well he has testimony that I'll relate to here. Thank you for the time. Again, I'm going to speak to the opposition to 2 b6 regarding Sullivan's gulch trail and Lloyd boulevard alignment. Safety should be utmost when planning by corridors. Safety has been Sullivan's gulches committees overriding concern for the past 11 years in its attempt to work with Portland bureau of transportation to implement an off-street trail between gateway green and Willamette river. The trail committee generated concept plan approved by the city council on July 2012 via resolution 36947 directs city staff to allocate funds and continue working on this viable and safe corridor for bicycles and pedestrians, to travel slightly under all I-84 viaducts for easiest access to major north-south bike corridors. Unfortunately for past six years pbot senior staff has ignored funding and development directives by the city council for the Sullivan's gulch trail. The trail had documented community support from 15 neighborhood associations, three neighborhood coalitions, many businesses. The trail committee offered to raise over \$1 million but fund-raising and negotiations with union pacific railroad cannot begin until pbot moves forward on funding the initial 95% publicly owned corridor segment between 21st and Willamette river. A catalyst project the bike and pedestrian Sullivan's gulch bridge over i-84 is a perfect opportunity to begin development of this corridor segment by landing it on the north bank 15 feet below Lloyd boulevard with connecting ramps to both northeast 7th and 9th. Most importantly this initial Sullivan's gulch trail segment avoids dangerous arterial traffic corridors by safely directing people underneath grand avenue mlk boulevard. Unfortunately during pbot's initial bridge planning process it's obvious safety or saving money is not pbot's main goals. For example senior pbot staff and kpff engineering have not considered 60 foot shorter -- 8th bridge span that would save \$1.5 million and connect directly to the Sullivan's gulch trail. If there was a change of priority by pbot to develop the fastest -- the safest bike and pedestrian corridors that are off the street or enforced resolution 36947 reordered by you people, the trail's initial segment could take this \$1.5 million in savings and combine it with \$2 million meant for the trail from prosper Portland and re reallocate \$2 million of the Multnomah street bike lane upgrades and \$1 million for Lloyd boulevard sidewalk from tsp improvement funds and invest \$6.5 million in a safe trill corridor. I'm trying to -- [speaking simultaneously]

**Wheeler:** We're getting way into the details. I think it's an interesting concept. I would like to learn more about it and you have my word I will look at it and be in touch with the city planners about it as well.

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**Perkins:** Lastly, if this is going to meet vision zero. I can't think of a better way to do it. It's an action program that will help move that mission along. I appreciate your time.

**Wheeler:** Thank you. I appreciate your time. Thank you for the written testimony.

**Moore-Love:** The next three.

**Bob Bernstein:** Ok and I'll start I'm Robert Bernstein I've met most of you, I met you at the sequoia protest, commissioner Eudaly, nice meeting you for the first time. So I basically back everything that bob sallinger said about trying to maintain big trees and reuse of water is going to be critically important even this year, commissioner, even though it's raining today, I think our snowpack is about 30% and maybe we'll get to 60% of average after then weekend. My biggest concern is the model that, the logical model that people use for reducing house prices. You seem to be focused on closed system which would be if these three chairs were for sale and you had maybe five people waiting for them and you built two more chairs, seemingly the price should go down as long as there's no price fixing by developers. But in an open system where you have a line going filling up this room, extending out the doors, around the street with more and more people coming in to wealth every day in this country and in other countries, that is an open system. So you're focusing on supply where the demand is as important. The only thing in my opinion that's going to drive prices down is either we become so crowded and untenable, if that's a word, untenable, unlivable, or we become the same as other cities on the west coast. That's how it works in my world. I would urge you to speak to some logic teachers about open and closed systems.

**Wheeler:** Very good. Thank you. Good afternoon.

**Emerald Bogue:** Good afternoon almost evening, mayor, commissioners, my name is emerald bogue and I'm with the port of Portland here today to testify on language found in the commentary regarding top of bank. Specifically we're concerned about major amendment 6 measuring top of bank and the potential implications for hundreds of acres of port owned facilities located in the north reach of the Willamette river. For some context here's a map that shows port properties in the north reach versus the central reach. I will hand this to council. I will hand many of those to council clerk. Anyway everything that's blue is port of Portland property there's a great deal of it in the north reach no worries. So the issues we have today are really twofold. One is that the commentary in major amendment 6 calls for consistent application on this of top of bank code when plans are updated for the north reach. So, that's thing one, thing two, is that we learned of this a few days ago, so to be clear, we did provide written testimony on central city 2035 to bps in 2016. Bps staff were responsive to our concerns. The language I'm referring to now is new to us. So our ask is pretty simple. It's to modify the commentary and code to only apply to the central reach and refrain from committing to other plans. We know that the Willamette river has a really broad constituency and we're all on board in making sure that it works for everyone who uses it, but we know that it works differently in different parts of the river. Applying this code to the north reach is a big deal. The city shouldn't attempt to do it without at least engaging the property owners including port of Portland. We're confident we can come to the right solution for the north reach, but we would love to do that in the actual north reach process and not be prescriptive in this particular plan. Thank you for your time.

**Wheeler:** Appreciate it. Good afternoon.

**Kal Toth:** Thank you. Good afternoon. My name is Kal Toth I'm from goose hollow. Thanks for the opportunity. I'm speaking to number 20 and 21, to do with views. I'll be brief. I have an email that covers what I'm going to say in a little more elaborately and coherently, maybe. Cc2035 provides lots of opportunities for developers to build both affordable and unaffordable housing. Both are happening. I think we should be more

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strategic and less political. Surely we can protect our iconic views and still develop what we really need. So I'm saying let's be more careful. Let's not tamper with our valuable heritage. Let's protect our views of mount hood and vista bridge. We can do this. Thanks for allowing me to speak. I'll send an email.

**Wheeler:** Thank you for coming in and thanks for your patience, all of you here at the bitter end here.

**Moore-Love:** The next three.

**Wheeler:** Good afternoon.

**Melanie Yoo:** Good afternoon, mayor and commissioners. I'm here to ask for your support for amendments 20 and 21. While basically I echo the sentiments of Josiah failing's article in the tribune and others who have spoken today. Portland will not be Portland without the unobstructed majestic view of mount hood. I moved here last year and I chose Portland because of its great natural beauty. As a visitor since 2011 I enjoyed all the urban amenities the city has to offer, however it was this incredible public view from vista bridge, the riverfront and Washington park that without a doubt formed my decision to permanently move here. Now every guest that visits I get to host that same tour without fail and they instantly fall in love with pdx right away. I grew up in san Francisco, another city with iconic views, but even those nuts in California would not consider putting up tall buildings in front of the golden gate bridge or half dome because it makes no sense from a public relations standpoint. Good restaurants, music and shopping are now everywhere in the u.s. and they are not enough to draw the multitudes you desire or predict. Please don't forever destroy what is uniquely Portland. After all who wants to live or visit a city and pay taxes to like at a bunch of giant glass buildings? No one. Thank you.

**Wheeler:** Thank you. Good afternoon.

**Douglas Allen:** Mayor wheeler, members of the council my name is Doug Allen. I'm talking to volume 2 b, item tr120, I'm testifying to say the rose quarter freeway expansion is not an improvement for the local neighborhood. Please remove it from the transportation system plan of the central city update. The purported benefits of this freeway expansion have been thoroughly debunked. The no more freeway expansions coalition has done an excellent job. Please take the time to review and understand the case that they make that the claimed benefits to neighborhood connectivity and bicycle and pedestrian movement are illusory. I went on the odot tour of the site and I have often traveled through the area on both the freeway and surface streets. The more I learn the more I'm convinced that the coalition is correct. I ask the council one last time to please reject this project as currently planned and work with odot, metro, trimet and residents to come up with a better approach. Thank you.

**Wheeler:** Thank you.

**Barbara Shaw:** Thank you good evening mayor, commissioners. I'm Barbara Shaw, very happily retired former city employee and a resident of river place condominiums, which is right next to river place parcels that are the subject of volume 2 a, amendment 7. I guess it's no surprise I'm speaking against this amendment. Primarily because it will allow 350 foot towers immediately adjacent to many acres of 35 to 40 foot buildings. This is directly contrary to the central city design guideline that requires new buildings to complement the context of existing buildings. I heard some language today where people are calling the context for this development the south waterfront and although that may make it easier to approve this density if that's what needs to happen that's not the neighborhood for this development. There's a network of huge highways that separate this parcel from the south waterfront. The correct context for consideration of this parcel is the 190 units that are the river place condominiums directly to the north. Additionally, I want to just point out something about the characterization of this amendment as enabling affordable housing.

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While correct I think it's an incomplete characterization because it doesn't take into consideration the existing rental housing that's on the site. There's 250 or -- I don't know the number but that range of housing that's there now and although it's not affordable housing, I think it's a fair assumption that the new housing, the incomes of the people living in new housing even with the affordable component will be way in excess of what's there now, the incomes of the people who live there now. So, isn't this the middle missing middle that is going to be removed? So that's it. I want to thank you for all of the work on this.

**Wheeler:** Thank you. We appreciate your testimony. Next three, please. You're up, welcome.

**Matt Hill:** I'd like to start by saying thank you to the mayor and the council for allowing me to speak. I'm Matt Hill I am a representative for the northwest council of carpenters and also a member of local 1503 in Oregon City, Oregon. I'm addressing volume 2b amendment 2 the I-5 rose quarter project, it is my feeling that this is a good project going forward. This \$450 million of infrastructure improvements they're going to get us what we need, family wage jobs, keeping people employed at a decent rate to be able to afford to live in our city that isn't quite affordable as it used to be so to say. The rose quarter you it's a, the whole area is a hub of people there's the people that come into the rose quarter for events at the coliseum, at the moda center, the convention center, but it's also a major thoroughfare coming through I-5 for both commercial traffic and private traffic commuters, people traveling through, people vacationing and almost 20 years ago that I moved here, it was a traffic problem then and traffic as we all know has gotten worse in those 20 years and it's going to continue to get worse and something needs to be done to address it, otherwise we'll just have a major stop. Speaking to that, the average traffic volumes, depending on the numbers you look at, traffic 63,990 vehicles a day on the offramps, 84,730 it's an amazing volume of traffic that needs to be moving smoother. As a result of all the traffic and the situation it is, this segment of i-5 has the highest accident rate in the state of Oregon, that should be alarming in and of itself. It's like three times the crash rate of the Terwilliger curves another past problematic spot. This project it will improve the safety of the area and reduce crashes by adding the auxiliary lanes that are needed allowing more vehicles time and space to the merge and the addition of the shoulders will enhance the ability of the emergency vehicles to handle the incidents that do happen in that particular area. The last thing I want to touch before I leave is that idling time there, an hour of a vehicle idling burns approximately a fifth of gallon of gas and releases 4 pounds of co2 in the air. I've heard some people speak to the increase in emissions because of it, I have the feeling that emissions can be drastically reduced by improving flow and stopping the cars that are sitting there idling trying to get through. In closing, thank you very much for the opportunity to speak.

**Wheeler:** Thank you for your testimony. Would you like to go ahead and start.

**Tina Wyszynski:** Hello, by the way, I just double-checking parking today, love it. Hello I'm Tina Wyszynski and I'm president of the stadium district business association and a resident of goose hollow and I'm here to express opposition to the amendment for the vista Bridgeview, amendment 2a, number 21, 3a number 4. A gentleman was here a little earlier named miles sisk, he spoke earlier today about needing housing and other people needing housing more than needing a view. He is absolutely right. We need housing. It's no secret. Our business association supports density and we support the need for more housing, we hear every day there's a shortage of housing, and we all see it every day, the stadium district in goose hollow it's unique in Portland in that we have and we are zoned for and have three max stops, we are the definition of high density. Our businesses support growth, housing and density, we need businesses to stay alive and thrive and that can only happen with an increase in housing and people coming into the businesses and the

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density, it's right there, it's just waiting for the right opportunity, which is right now and that's really what the city of Portland ultimately wants, so, please vote no on this amendment, thank you.

**Wheeler:** Thank you. Good afternoon.

**Gwenn Baldwin:** Good afternoon mayor Wheeler, city council Gwenn Baldwin here representing Oregon locust and testifying related to volume 2a part 1 amendment 4 and in support of removing the far transfer requirement. A half block site at southwest stark and 10<sup>th</sup> which is currently a surface lot provides a really good example to illustrate our request. The base far plus the 3:1 affordable housing bonus and a 250-foot base height could result in a 25-story tower, but that that's not likely to happen. High rise construction is more expensive than the cost relative to the income that could be generated by that height and that far. So it's likely to result in more of a 7-story podium-style construction which would give you 178 units of housing, 36 of which are affordable, but if the developer could build to the full allowed height of 410 feet on that site without the time and cost of far transfers and approximately 41 story type 1 high rise would be feasible as costs are spread out over more units. This taller project compared to the shorter 7-story one would give the city 128 more affordable housing units. Plus \$8 million more in sdc, \$1.8 million more in cet's. \$2.6 million more per year in property taxes on this site alone, by eliminating this one unneeded step, the city gains so much more in public benefits. It's a simple amendment that delivers bold results. Removing the far transfer requirement will not add any new far, that's a really important discussion to have in 2018. It simply facilitates using the existing far that council already approved. I urge you to take this bold step for more housing, more public benefit thank you.

**Wheeler:** Thank you.

**Jim Howell:** Mayor Wheeler, commissioners my name is Jim Howell, I represent orta association, Oregon rail and transportation advocates, we too wish to eliminate the i-5 rose quarter project from the central city plan. If that's not possible, if it – we suggest possibly an amendment or a change to commissioner Saltzman's amendment. It states odot in partnership with pbot will implement congestion pricing and tdm options and we would like to see added to that, including modeling an i-5 corridor max line as an alternative to this freeway project. And then goes on to say, to mitigate for climate impacts as soon as feasible and prior to and we would suggest you eliminate the opening of and replace it with incurring significant costs for the project. That's a way that we -- our organization has been opposed to this project for many years. In fact, we testified back in June of 2012 against it, before the stakeholders advisory committee, and I won't read that -- I sent a copy of that to you so you could read it, as part of that testimony, it states, so far, and this was in the testimony, so far metro has proposed a viability transportation alternative to i-5 through the metropolitan area, max provides the alternative -- between Gresham. The north-south i-5 corridor has only the yellow line high capacity transit. Is my time up? So anyway, you have the rest of it there. Basically we opposed it and we gave you a copy of four little slides of about a 20-minute slide show. If any of you are interested in this type of alternative, please contact us and we'll be glad to show it to you.

**Wheeler:** Thank you all. Would you like to start?

**Scott Schaeffer:** Hi, how are you doing? My name is Scott Schaeffer I'm a representative of the northwest carpenters be speaking on volume 2b, the rose quarter amendment no. 2, rose quarter project. Like to thank you, mayor and members of the city I come to be able to speak today. I'm here to speak in support of the i-5 rose quarter project. As a representative for the northwest carpenters union, of course we support the \$450 million of infrastructure improvements to this. It will create a lot of living wage jobs for the community cross the city for our workers, but as a native Oregonian and a Portlander, I've watched

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this great city grow. That growth has become historically unprecedented in the last few years, the infrastructure is kind reached its maximum with the traffic, especially in this corridor. It was never designed or envisioned to handle this kind of traffic, especially with the 70,000 plus vehicles that daily go through the on-ramps of the rose quarter and I-84. The factors that have made this corridor, like my partner had spoke about, the highest crash rate in the state, as most Oregonians I drive i-5 to get my family to and from what we do daily. I myself have witnessed wrecks there, pretty scary prospect and have tried to veer from that with my family in the car, I will drive that I will not do it with my family. This project will help reduce and help in accident recovery by widening the shoulders and hopefully reducing crashes by 50 percent, we have heard issues about bicycles and pedestrians in this project. I've been a bike commuter I know from southeast Portland and downtown, it's a pretty dangerous ride. The improvements proposed, I believe, would be a safer experience for thousands of bikers and commuters, the connecting central city neighborhoods that have -- I haven't been easily able to access would be there for us, I believe. I'd like to thank you for your time and hopefully your support in the i-5 corridor improvement project.

**Debbie Kitchin:** Thank you, mayor and commissioners for the opportunities to be here, I'm Debbie kitchin. I own a business in the central east side Interworks general contractors, we are a small remodeling company, have about 20 employees. Our company, I participated as co-chair of the stakeholder advisory committee for the southeast quadrant and contrary to what some people have described as the stakeholder advisory committee, meaning they are stakeholders from the district we have stakeholders representing small business owners, representing the four neighborhoods that were affected by southeast quadrant, representing nonprofit organizations that are in the southeast quadrant, as well as small businesses and we had some developers, we had environmental groups, we had representatives of rapid transit and transportation, so I think it was a very diverse group and represented a wide range of views and we did not agree all the time. I think the -- what we came up with in the comprehensive plan was a balanced view that looked at increasing density in our corridors, mlk and grand and all the bridge head streets like Burnside and Hawthorne and so on and that's where the density is concentrated for housing and for commercial growth and job growth. But at the same time, preserving the industrial sanctuary in the southeast quadrant, we are a unique district in the city, we provide middle income jobs and arts organizations and low cost space for small businesses and emerging businesses, I think the balance is really critical and so I'm very concerned about in volume 2a, part 1, the no. 20, the salmon streets springs corridor, that we are limiting heights in the commercial area in the corridors where we need them in order to preserve the industrial sanctuary in the central east side and create these middle income jobs and family wage jobs. So I think that's what's threatened by that.

**Wheeler:** Thank you, appreciate it.

**Wheeler:** Karla, time check.

**Moore-Love:** One more person, Rodger leachman is the last one signed up.

**\*\*\*\*\*:** Good evening.

**Wheeler:** Good evening and thank you for your patience.

**Damien Hall:** Absolutely. I was able to take advantage of your online viewing and watch from my office and then return.

**Wheeler:** Well done.

**Hall:** Seamless system as far as I'm concerned. Mayor Wheeler, members of the council my name is Damien hall, here on behalf of a client and property owner, Mr. Joe angel, like to talk about Amendment volume 3a, no. 3, which is the view corridor from an overpass over i-84. Looking to the west, the view of the downtown skyline and west hills, there's a

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proposed amendment within the amendment report, which we are in support of and request that the council move forward and adopt in its current form. We believe it is a good amendment because it meets the city's and council's objectives in relations to allowing full development at the site to the cx density, so increasing density, that's allowed in the central city, which furthers the county's affordable housing, as well as job creation related goals, which has been discussed here a number of times today. We think it's a win/win in that regard, we also believe it provides the same amount of protection if not more to the views that are the subject of the view corridor because we believe a lot of that protection is natural because of the below grade nature of Sullivan's gulch and the existing freeway. Unless you have any questions, I think it's a win/win for the city, please adopt the amendment and I believe that's why we haven't heard my testimony in position.

**Wheeler:** Not in the last four hours. Thank you for being here we appreciate it.

**Mark Velky:** Good afternoon, mayor, commissioners, my name is mark Velky and I'd like to thank you for the chance to testify. I'll be talking about amendments related to views and I support the mayor's amendment and also commissioner Fritz's and eudaly's amendments on views. I had two minutes of testimony right here that I was going to read to you today, however you've heard it all. So to save us some time I'm going to summarize it in 12-word quote. Now I'm a simple guy, so when it comes to protecting the views we currently have of mount hood from the salmon springs fountain and to and from the vista bridge. It really is as simple as the following quote. Hopefully you won't think I am a crack pot. I did look this up yesterday when I remembered this quote and besides the quote I'm going to use, it was originally used by Charles dickens in the tale of two cities, I found out, but I'm not using that one, I'm using the one from the 1982 movie the wrath of khan. Towards the end, when spock is just about dead, he looks to kirk and he says, the needs of the many outweigh the needs of the few. So this is what I'm asking you to do to save our iconic views, thank you.

**Wheeler:** Thank you, excellent testimony.

**Moore-Love:** Last person is roger leachman.

**Roger Leachman:** Good afternoon.

**Wheeler:** Afternoon.

**Leachman:** Lonely up here. My name is roger leachman -- do you have a question, you started to say something.

**Wheeler:** Not at all.

**Leachman:** My name is roger leachman, I'm Resident on southwest vista and I serve on the board of the goose hollow foothills league. I don't think I need to repeat what other people have said about the amendments to protect iconic views to that and from the vista viaduct and mount hood. One might instead ask the obvious question, why weren't they protected in the original proposals, I have an obvious answer, cc2035 was the result of developers, architects and property speculators with conflicts of interest who were enabled by a planning bureau focused on accommodating those private financial interest including the rigging of public process in violation of even the very lax government ethic laws of Oregon. The planning bureau has noted before even evaluated projected private profits for developers owning the 18 buildings whose heights would need to be reduced to preserve a public benefit. No evaluation for the factor of iconic views. On the subject of iconic views, let's move across the Atlantic and consider Paris, France, Paris and the Eiffel tower, funny how the planning bureau in Paris should ignore this opportunity, all that buildable inventory around the Eiffel tower, perhaps the Portland planning bureau can instruct the Parisians about the fallacy of their thinking, I move from the French to the u.s. of a. I spent the summer of my junior year among the Navajo in southeast Utah in the area designated by Mr. Obama as bears, ears national monument. Mr. Trump has cut bear's ears by 85

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percent, why? To benefit extractive industries, especially uranium miners whose past activity has already poisoned Navajo water sources. It's the interest of Navajo, hopi, utes, et cetera, being despoiled for the benefit.. for private financial benefit of bilagaana, bilaganna are white men. Pin America private profit almost always trumps the public interest. Well, I would ask you to take the smallest of steps to take Portland off the same page as my fellow alum, Mr. Trump, full disclosure, he graduated in the class after me, so pass the amendments to protect our iconic views.

**Wheeler:** Appreciate it. All right. That concludes our hearing on the central city 2035 amendments report. Just a reminder, the record will be left open for written testimony until tomorrow, Friday, January 19, at 5:00 p.m., so if you are not able to be here today and testify, you still have that opportunity to do so.

**Fritz:** Mayor may I ask a question about that?

**Wheeler:** Commissioner Fritz.

**Fritz:** Is your staff actually going to start working on it at 5:01 tomorrow or would it be possible to extend the deadline until noon on Monday?

**Saltzman:** They're hard work staff, I know that.

**Fritz:** I know they're very hard working, but I personally think that people having especially for the amount of work that's gone into this particular hearing you should be able to take the weekend off. And I think certainly I would appreciate extending the deadline to noon on Monday.

**Wheeler:** Is there any objection? Seeing none, we will revise that, the record will then remain open until Monday, January 21 at 12:00 noon. I think that's great, thank you, commissioner Fritz. I'm sorry, the 22nd, what did I say? January 22, Monday, January 22, 12:00 noon. As I mentioned earlier, I'd like staff to draft amendments for the upper hall view issue, we moved and seconded today, I'd like that published please for review by March 2 and in consultation, I understand that's fine, on march 7 I'd like to begin our session with a public hearing on that particular amendment then I'd like to close the hearing and then deliberate on the amendments report and the other amendments that we moved and seconded at the beginning of the hearing today. Is there anything else that anybody would like to do or say before we adjourn?

**Lauren King, Deputy City Attorney:** What time is the march 7 meeting we should announce that as well.

**Moore-Love:** 2:00 p.m.

**King:** It's a 2pm time certain, thank you.

**Wheeler:** So the march 7 meeting will be 2p.m. time certain march 7. Thank you everybody, who testified today, excellent testimony, great points raised by all, we are adjourned.

**At 5:24 pm council adjourned.**