



CITY OF
PORTLAND, OREGON

OFFICIAL
 MINUTES

A REGULAR MEETING OF THE COUNCIL OF THE CITY OF PORTLAND, OREGON WAS HELD THIS **6TH DAY OF AUGUST, 2003** AT 9:30 A.M.

THOSE PRESENT WERE: Commissioners Francesconi, Presiding; Commissioners Leonard, Saltzman and Sten, 4.

OFFICERS IN ATTENDANCE: Karla Moore-Love, Clerk of the Council; Ben Walters, Senior Deputy City Attorney; and there was no Sergeant at Arms.

Item No. 901 was pulled for discussion and on a Y-4 roll call, the balance of the Consent Agenda was adopted.

COMMUNICATIONS	Disposition:
891 Request of The Honorable Victor Atiyeh to address Council regarding the preservation of the Sellwood car barns and the restored Carmen's Clubhouse (Communication)	PLACED ON FILE
892 Request of Andy Seaton to address Council regarding Portland Peace Encampment (Communication)	PLACED ON FILE
893 Request of Todd Kurylowicz to address Council regarding peace (Communication)	PLACED ON FILE
894 Request of Carl J. Shoemakers to address Council regarding President Bush's visit and Portland Police protection (Communication)	PLACED ON FILE
895 Request of Shava Nerad to address Council regarding civic participation in an environment of radical nonviolence (Communication)	PLACED ON FILE
TIME CERTAIN	
*896 TIME CERTAIN: 9:30 AM – Designate four Heritage Trees in the City of Portland (Ordinance introduced by Commissioner Francesconi) (Y-4)	177764

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CONSENT AGENDA – NO DISCUSSION		
Mayor Vera Katz		
897	Confirm appointment to the Business License Appeals Board of Joe Markunas for a term to expire December 31, 2006 (Report) (Y-4)	CONFIRMED
898	Confirm appointment to the Business License Appeals Board of Patrick Richardson for a term to expire December 31, 2004 (Report) (Y-4)	CONFIRMED
*899	Amend agreement with National Conference for Community and Justice for use of U.S. Department of Justice, Office of Community Oriented Policing Services, Value Based Initiative Project funds (Ordinance; amend Contract No. 34231) (Y-4)	177747
*900	Approve an Intergovernmental Agreement with the State of Oregon, the Port of Portland and the City of Gresham to create a task force to address trafficking of narcotics and dangerous drugs (Ordinance) (Y-4)	177748
Commissioner Jim Francesconi		
*901	Direct the Noise Control Board to allow a drag race test at Portland International Raceway (Ordinance) (Y-4)	177765
*902	Amend the Intergovernmental Agreement with Metro for the Oregon Zoo arboricultural services provided by Portland Parks and Recreation - Urban Forestry Division (Ordinance; amend Contract No. 51889) (Y-4)	177749
*903	Amend Title 17 Maintenance Restrictions to prohibit the installation of speed bumps or other traffic slowing devices on streets that have not been accepted for maintenance by the City (Ordinance; amend Code Chapter 17.42) (Y-4)	177750
*904	Grant revocable permit to Bridgeport Brewing Company to close NW Johnson Street between 10th and 11th Avenues on August 16, 2003 (Ordinance) (Y-4)	177751

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Commissioner Dan Saltzman		
905	Accept contract with S-2 Contractors, Inc. for SW Terwilliger Mains Package Phase 2 as complete, authorize final payment and release retainage (Report; Contract No. 34214) (Y-4)	ACCEPTED
*906	Amend contract with the Community Energy Project to extend date, change scope and increase dollar amount by \$50,000 (Ordinance; amend Contract No. 33676) (Y-4)	177752
*907	Accept and authorize execution of two easements for the West Side Willamette River Combined Sewer Overflow Tunnel Project granted by McMorgan Institutional Real Estate Fund I, LLC and authorize total payment of \$67,500 (Ordinance) (Y-4)	177753
*908	Increase contract with Tetra Tech/CMI, Inc. to supply qualified construction management, inspection and project support personnel (Ordinance; amend Contract No. 33996) (Y-4)	177754
*909	Amend Ordinance to change the legal descriptions for easements required for the South Airport Sanitary Trunk Sewer Project (Ordinance; amend Ordinance No. 177147) (Y-4)	177755
*910	Authorize Intergovernmental Agreement with the City of Lake Oswego and Metro to contribute \$500,000 towards the purchase of the Jarvis Property adjacent to the Tryon Creek Wastewater Treatment Plant (Ordinance) (Y-4)	177756
Commissioner Erik Sten		
*911	Authorize agreement with Unlimited Choices, Inc. for \$155,905 for Adapt-A-Home Program and provide for payment (Ordinance) (Y-4)	177757
*912	Authorize agreement with Housing Development Center for \$53,892 for the Contractor Support Program and provide for payment (Ordinance) (Y-4)	177758
*913	Authorize agreement with Catholic Charities for \$24,697 to provide the Asian Youth Outreach Project and provide for payment (Ordinance) (Y-4)	177759
*914	Authorize agreement with JOIN for \$155,596 for outreach to homeless campers and provide for payment (Ordinance) (Y-4)	177760

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<p>*915 Authorize agreement with Mercy Enterprises Corporation for \$53,892 to operate a city-wide microenterprise loan program and provide for payment (Ordinance) (Y-4)</p>	<p align="center">177761</p>	
<p>*916 Authorize Intergovernmental Agreement with Multnomah County to prepare and update the Consolidated Plan to meet affordable housing goals and to receive payment (Ordinance; amend Ordinance No. 177712) (Y-4)</p>	<p align="center">177762</p>	
<p align="center">City Auditor Gary Blackmer</p> <p>*917 Authorize contract with Moss Adams LLP for financial audit and other professional services for FY 2002-2003 and provide for payment (Ordinance) (Y-4)</p>		<p align="center">177763</p>
<p align="center">REGULAR AGENDA</p> <p align="center">Mayor Vera Katz</p> <p>*918 Authorize agreement with Standard Insurance Company to provide life and long term disability insurance for City employees for the period July 1, 2003 through June 30, 2006 (Ordinance) (Y-4)</p>		<p align="center">177766</p>
<p>S-919 Adopt policies and code language that limits the use of leaf blowers (Second Reading Agenda 857; amend Code Title 18) (Y-4)</p>	<p align="center">SUBSTITUTE 177767 AS AMENDED</p>	
<p align="center">Commissioner Jim Francesconi</p> <p>920 Create a local improvement district to construct street improvements in the Lents III/SE 104th & Ramona Local Improvement District (Second Reading 859; C-9999) (Y-4)</p>		<p align="center">177768 AS AMENDED</p>

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Commissioner Randy Leonard

921 Add requirements for standardized driver safety training, signage, and the installation of digital security camera system in taxicabs, authorizing additional responsibilities of the Private For Hire Transportation Board of Review and authorizing an increase in permit fees (Second Reading Agenda 882; amend Code Chapter 16.40)

Motion to accept amendment to Code Section 16.40.140 that provides a limited access to the images that the equipment produces and those codes will only be made available to a contact in the Police Bureau and to the Taxi Supervisor, further safeguards regarding the prohibitions for taxicab companies to sell or otherwise profit from any of the imagery and for imposition of penalties in the event that something were to go wrong: Moved by Commissioner Leonard and seconded by Commissioner Saltzman.

(Y-4)

**PASSED TO
SECOND READING
AS AMENDED
AUGUST 13, 2003
AT 9:30 AM**

At 10:17 a.m., Council recessed

August 6, 2003

A RECESSED MEETING OF THE COUNCIL OF THE CITY OF PORTLAND, OREGON WAS HELD THIS **6TH DAY OF AUGUST, 2003** AT 2:00 P.M.

THOSE PRESENT WERE: Commissioners Francesconi, Presiding; Commissioners Leonard, Saltzman and Sten, 4.

OFFICERS IN ATTENDANCE: Karla Moore-Love, Clerk of the Council; Frank Hudson, Deputy City Attorney; and there was no Sergeant at Arms.

<p>922 TIME CERTAIN: 2:00 PM – Consider the proposal of the City of Portland, Bureau of General Services and the recommendation from the Hearings Officer for approval of a Comprehensive Plan Map Amendment and Zoning Map Amendment for property at 0627 SW California Street (Hearing; LU 03-115348 CP ZC)</p> <p>Motion to adopt the Hearings Officer's recommendations: Moved by Commissioner Leonard and seconded by Commissioner Saltzman.</p> <p>(Y-4)</p>	<p>Disposition:</p> <p>ACCEPTED</p>
<p>*923 Amend the Comprehensive Plan Map designation of property at 0627 SW California Street from Low-Density Multi-Dwelling to Urban Commercial, change the zone of said property from R2, Residential 2000, to CMd, Mixed Commercial/Residential base zone with "d" or Design overlay zone, and amend boundary of Macadam Plan District to include said property (Ordinance introduced by Auditor Blackmer; LU 03-115348 CP ZC)</p> <p>(Y-4)</p>	<p>177769</p>

At 2:08 p.m., Council recessed.

August 7, 2003

A RECESSED MEETING OF THE COUNCIL OF THE CITY OF PORTLAND, OREGON WAS HELD THIS **7TH DAY OF AUGUST, 2003** AT 2:00 P.M.

THOSE PRESENT WERE: Commissioners Francesconi, Presiding; Commissioners Leonard, Saltzman and Sten, 4.

Commissioner Saltzman arrived at 2:08 p.m.

OFFICERS IN ATTENDANCE: Karla Moore-Love, Clerk of the Council; Linly Rees, Deputy City Attorney; and there was no Sergeant at Arms.

<p>924 TIME CERTAIN: 2:00 PM – Adopt the recommendations in the Killingsworth Street Improvements Planning Project Final Report (Resolution introduced by Commissioner Francesconi)</p> <p>(Y-4)</p>	<p>Disposition:</p> <p>36161</p>
<p>925 TIME CERTAIN: 3:30 PM – Amend the Northwest Plan District Parking Regulations (Previous Agenda 653; Ordinance introduced by Mayor Katz; amend Code Chapter 33.562)</p>	<p>RESCHEDULED TO AUGUST 28, 2003 AT 2:00 PM TIME CERTAIN AS AMENDED</p>

At 3:05 p.m., Council adjourned.

GARY BLACKMER
Auditor of the City of Portland



By Karla Moore-Love
Clerk of the Council

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

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Closed Caption Transcript of Portland City Council Meeting

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

Key: ***** means unidentified speaker.

AUGUST 6, 2003 9:30 AM

[Roll call]

Francesconi: The mayor is on a well-earned vacation that she rarely takes vacations, so just by the luck of the draw, i'm the president of the senate today. So we're going to have communications, and our first -- can you read 891, please?

Item 891.

Francesconi: Governor atiyeh, come on forward. This is actually a privilege for us to have governor atiyeh. I think it's the first time you've been here since city hall has been renovated. Welcome, governor atiyeh.

The Honorable Victor Atiyeh: Thank you all very much.

Francesconi: The rules are three minutes, if you can do it within three minutes.

Atiyeh: Gosh, I don't know.

Francesconi: I betcha we would extend you more time.

Atiyeh: I'll do the best I can. I know that you have a schedule and it's really very full with important matters, and I have to tell you it's to the council's credit that you allow time for this kind of thing.

Francesconi: You might pull the microphone for other people to pick up.

Atiyeh: Ok. You really want to hear me? Ok. My friend joe johns, who is here, came to see me, and i'm going to talk to you about the car barns out in sellwood area. It's not something I was thoroughly familiar with, but he came to me and ask asked if I would take up the cause of making sure that they remain. And I have to tell you, this comes easy with me, because I have some very vivid memories of many things that have come and gone in my lifetime, but one of the most -- I have great interest in the lewis and clark fair. There was a fine building which was the illinois exhibit, and it was a replica of lincoln's home in illinois. That was moved over there by 19th and jefferson, and it was wonderful. But it sat there. And one day it was gone. Gone. It's no longer there. But it was intact. I still remember with great pain the battleship "oregon." that was given for scrap for absolutely no good reason at all. It's gone. I think to myself what a wonderful attraction it would be. All i'm trying to say is, I do have an interest in things of historic nature that should remain. Portland by 1920 was really a leader in terms of streetcar transportation on the west coast. But all of that is pretty much demolished and gone away with some exceptions, one of which is the couple of sheds of the ankeny car barn, which is on a national registry of historic places, and now the one I want to talk about, the sellwood car barn. It remains. It's strange to see these things dismantled. It's terrible to take it away, and it's practically all gone. What was -- now actually we're creating new history with our transportation, with the max lines and the streetcar. This whole thing, this matter of the car barn and the destruction of it is something that should not happen, and i'm asking the city council to be alert to this and make sure it doesn't happen. One of the great things that's occurred is what they call the carmen's club. That is still remaining, and if you have a chance, i'll invite you in just a second. The thing that surprises me, and where you probably know the board and the administration of reed college, they seem to be oblivious to the fact that they are willing to see this destroyed. I can't believe that. These are fine people. These are people that understand history, these are people that know. I haven't talked to them, so I don't want to demean

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them at all, but I can't believe they're on a course that would allow the destruction of the car barn. It can be saved. If there's any problems, they can be solved. I have no question about that, or I wouldn't be coming to you. So I want to do two things, ask for your support and your awareness, and talk to reed college and people that you know there, and tell them that there's -- this is not a silent matter. It isn't going to happen in the shadows, it's going to happen in clear, broad daylight, and i'm not sure that's exactly what they want to happen. But you -- do what you can at least to urge them to make sure the car barn remains as a piece of history. Second, to invite you to -- august 12, tuesday evening, to see the restored carmen's club. It's not an opera, carmen, but anyway, see the club and then see what could happen with the car barn. I'm not sure about time, but anyway, I think that's pretty close.

Francesconi: Thank you, governor. We hope to see you back here more often. Your request, it's not a two-way deal on these communications, but we appreciate the contact list that you gave us, and your requests are very reasonable requests. So thank you very much, governor.

Atiyeh: Appreciate it. Thanks.

Francesconi: Thank you. 892

Item 892.

Andy Seaton: Good morning. Governor atiyeh ran a little over, i'll try to keep this short.

Francesconi: Thank you.

Seaton: So my name is andy seaton, i'm with the Portland peace encampment and also with kboo radio. I'd like to introduce my granddaughter stephanie who is visiting today, she's visiting from florida this week, and she's the main reason that I am involved in -- as much as I am across the street. It's really to protect not only our rights, but also the rights of folks like my granddaughter that are coming along. It's interesting, primarily we started out with a very simple message across the street, and we continue with that message, which is to oppose the war in iraq. The best way to protest against a war is to demonstrate peace. But our message has been unfortunately complicated by the city response. The efforts to shut us down, to confiscate our necessary infrastructure, to arrest people whose only crime was being visible from the mayor's window, has opened up other avenues, other issues, including homelessness and civil rights to what was started out and really continues to be fundamentally a simple message. And commissioner leonard, you're right, we're not politicians across the street. We are at best a little disorganized, and if disorganization was a crime, perhaps we should go arrest every democrat in town. But we've been working with crossroads and street roots and the attorney who's worked on homeless issues before on commissioner Sten's response to the homelessness in guidelines and the anticamping guidelines, and we're going to continue to work with them, but the problem is when they come over here and talk, they talk about homelessness issues, the question of peace camp, and when we talk about first amendment issues, the question of homelessness in gets brought up. We're working with them to divide the line a little bit. I want to thank you, though, all of you, commissioner Sten, I was talking to Francesconi's staff and especially commissioner leonard and also the mayor is not here, for taking time to speak with us, because we know that through dialogue anything, including such things as the war in iraq, can be solved. And peace itself. It essentially a peaceful dialogue, that's all we ask. We've been working with the ombudsman office to get mediation going, especially concerning the public policy issues that are going on with rewriting the guidelines and the ordinances, and so I want to thank you all for meeting with us. I hope you'll continue to work in the dialogue process. Thank you very much.

Francesconi: Thank you.

Item 893.

Todd Kurylowicz: Good morning, council. Todd kurylowicz, four-year veteran, u.s. Navy, honorable discharge, 1998. Current member of the peace encampment across the street, lobbyist of

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the city council, i'd like to come in and talk on a weekly basis. Sorry, the mayor isn't here today, but she needs a vacation for sure. Discuss peace, discuss freedom, these are all issues that were taken up across the street since we've been there for a little over four months now, demonstrating. And up to recently, we're starting to get forewarnings of involved, you know, increased police harassment -- harassment is not used, obviously, involvement. But to the extent that it's going to get a lot worse. A lot worse. We've had a handicapped person pushed out of a chair and hospitalized and taken to the emergency room. We've had all of our signs, literature, artwork, confiscated. People's property confiscated, their shelters confiscated, clothes, shoes, food, water, confiscated, held as either evidence or abandoned property. People confiscated. I was confiscated. A couple other gentlemen were confiscated. It seems as though our biggest crime and the -- in the freest most democratic country in the face of the planet, allegedly, is sleeping. I think sleeping is a pretty peaceful action, or nonaction, that somebody can engage in that's pretty much not going to hurt anybody. People want to say they're -- it's a trip hazard across the street. I think that in a class oriented system, when business people attended -- tend to be disgusted with people sleeping on the street, there's a stereo type that's built up, that's one of the main problems in this culture, I believe. And if people are going to trip over anything over there, it might -- they might be tripping over their egos. So that's our worst crime, and that's why if there's going to be -- it's going to get a lot worse over there. I think we really need to start thinking of how free this country is, and the notion to spread this to other countries, maybe we can make sleeping illegal everywhere. Covering up with a sleeping bag the illegal camping ordinances, and sit-lie ordinance, where people are -- would have no other choice but to sleep outside are criminalized. Now it's hard for a person living on the streets to get back on their feet when they're continuously kicked back down. Hopefully we can get some mediation coming up soon and some communication to carry on this dialogue and move forward peacefully, and live peace, and display democracy. Thank you very much.

Francesconi: Thank you. 894. Thank you, todd.

Item 894.

Carl J. Shoemakers: Good morning, my name is carl shoemaker, i'm from southeast Portland. George ii is coming to town. The city of Portland is in the middle of a budget crisis. The state of Oregon is in the middle of a budget crisis. Neither one of these entities can afford to pay for the protection of a necessary for such a visit. Under the current circumstances. In fact, george bush himself basically told governor kitzhaber among others to go eat cake. George, ii, is coming to town on a private junket for the commercial enterprise known as the republican party of Oregon. I imagine that such a visit required extensive planning before any announcement would be made. In fact, the news of this visit didn't come out until last week, I think. Just last week, in fact, george bush came out supporting abortion -- antiabortion measures, and right after that, the pope came out supporting antiabortion measures. I would call this convenient timing. I took a walk across the university of Portland campus back when I was able to walk longer distances without getting tired, and I noticed I has many expensive new buildings. I would assume that the religious institution that owns the university of Portland can afford to pay for the protection of persons and property at its own private functions without the help from the city of Portland or the state of Oregon. I understand that george, ii, has a political war chest somewhere in the vicinity of \$51 million. I'm sure he can pay for his own protection. As could all of the we think patrons of this particular event. I assume many fiscally responsible councilmen would be the first to speak out against the city of Portland spending one cent to protect those who have proven themselves to be able to protect their own interests. Quite adequately. I would assume that any fiscally responsible legislature in the state of Oregon down in salem would speak out loudly against the state of Oregon spending one cent to protect those who have proven themselves to be able to protect their own interests quite adequately. On the other hand, there's a group of people who have not received adequate

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protection. The citizens. Those who are dedicated to protecting human rights and human decency. Now, the police officers themselves want to protect the citizens. They joined the police force because they wanted to serve and protect. They weren't allowed to, because those in highest positions of power --

Francesconi: Why don't you get to your best lines.

Shoemakers: For example -- a couple more seconds. For example, in the police department and the mayor's office, those in the highest positions of power there wouldn't allow it. Religious extremists wouldn't allow it. Excess is evil. George, ii, and his cabinet have acted excessively. Protest ten commandments have acted excessively, catholics, jews have acted excessively, muslims have acted excessively, excess must cease, evil must cease, now:

Francesconi: 895.

Item 895.

Shava Nerad: Thank you for this opportunity to address the council. On August 21, we'll be creating a way to positively and peacefully express our feelings about our government, our community, and the issues we face, well away from the security cordoned around the president. My name is Shava Nerad, I like to think I'm an organized democrat. I was also the organizer of Mission K-5, a furlough program for disadvantaged elementary school children. I'm a local business executive, a member of the Portland Business Alliance, OEF and the Eugene Chamber before that. The business journal staff nominated me for Woman Entrepreneur of the Year. I'm a veteran community organizer with ties to local, national, and some international media. Some mothers on the county democrats email list regretted there was no safe place for us and our children to gather on the 21st. We formed a group called Portland Civitas. We will promote nonpartisan civic participation. My current fellows in this effort include a coalition of leaders of the Democratic, Socialist, Green and Libertarian parties. We're inviting all the Portland and Multnomah County political committees, nonprofits, and government agencies. We hope to attract a large number of Portlanders and visitors. This event is pro democracy, nonpartisan, addresses issues, but not candidates, and is suitable for families with children. We will register voters and provide practical instruction in civic participation with workshops throughout the day focusing particularly on youth. We'll have music and other performing arts and speakers on nonpartisan topics. We hope to hold our event in a park or community center setting well away from the security cordons. We do not plan to march or disrupt anything. Participants will pledge to comply with Dr. King's principles of nonviolence as described in his first book, "Stride Towards Freedom." therein the paper testimony for your review. I truly wish his time to read them. Our current efforts uniquely cross party lines, showing the power of these convictions. We appeal to the council to assign a liaison to our group from the city, advise us on site selection, waive any permit or rental fees for our event and help pay liability, provide \$2,000 in funding for on-site facilities help us publicize our event, encourage media to cover our event. The cooperation of the city and full press coverage could help to improve the city's reputation, reduce cynicism in young people about government and the worth of civic participation, help to broaden the definition of activist, and serve as an example for the nation. I hope to contact each of you individually for your feedback and support. Thank you.

Francesconi: Thank you. Let's do the consent agenda. There's one to pull already, 901. Does council or anybody in the audience want to pull anything else?

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

Item 896.

Francesconi: If it's all right, let's do the heritage trees, since it was set for 9:30, then we'll come right back to the item that was pulled.

Phyllis Reynolds, Heritage Tree Committee: I'm Phyllis Reynolds from Southwest Fairview Circus, and I'm here for the heritage tree committee today. Part of the urban forestry commission.

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And I have one of my committee members with me, susan landauer. And believe me, we work hard. I'm not even sure that you know the whole process of getting the trees to you, but we work hard. Anyway, I think my pictures of the trees are different from your list. But I want to start with the dawn redwood. This is the second one to be proposed for a heritage tree. This is over on bybee, and it's -- there are actually two red woods on this property, plus some other fine conifers, and it's on the corner, it's visible, and as you know, dawn redwoods weren't even discovered until the 1940's. And seeds were brought to this country in the late 1940's and planted, and this is an off spring from those seeds. It's on private property. Its land of origin is china. And here is a yew, an english yew. It not only grows in england, it grows in southwest asia, africa, and the rest of europe. Yews grow to be enormous trees. There are enormous ones in england, and they live to be about 1500 years old. This is a baby compared to that, but for Portland, it's a very nice tree. And if you look at the lower part -- and there's susan standing by the tree. You can get some idea of the size of the tree by the people around it. And our youngest committee member, amelia hillary is there, she doesn't have a vote yet, but the tree, the bottom of it needs a little shearing in order to put the plaque on it that will go.

Saltzman: Where is that tree?

Reynolds: It's on milwaukie. And here is a tree, it's a big leaf maple, it was actually a heritage tree at one time, but it wasn't legal. It was said to be on the right of way, and we found out that it wasn't, it was on someone's property, that person would not allow it to be a heritage tree, it was covered, the entire trunk was covered with ivy at one time. New owners pulled off the ivy, they want it to be a heritage tree, and it is, I believe, the biggest big leaf maple in town. It's almost 23 feet in circumference. And again, you can get an idea of the size of it by the people, the committee under it, plus the homeowners. It's on -- near Portland boulevard on greeley. It's incredible, because it's on a busy street, but it's surviving well. I drove past it yesterday, and it's in great shape. Then there is another gary oak, native oaks that we have on the heritage tree list. This will make I think number 21, but these trees are not urban trees as a rule, but they are surviving in certain places. This one, as you can see, is surviving in what is kind of an alley, but it is not used as an alley, and it's in the city right of way. It's -- again, you can see the size, and that's susan standing at the bottom of it. It's a beautiful tree. And we need to save gary oaks in town, and this is one way of making sure that they survive. It's just a very nice tree. And that's the list.

Francesconi: Thank you. Susan and brian, did you want to add anything?

Susan Landauer: I have nothing to add. It's just so much fun doing this.

Brian McNerney, Bureau of Parks and Recreation, Urban Forestry: And all I have to add is that this is a city committee that really works well together, and never stops working. They're always out there finding the best trees in Portland so that we can keep them for future generations.

Francesconi: Does council have any questions? Thank you. We don't appreciate all the hard work that you do to keep it here, I don't, but thank you very much. Is there anyone who wants to testify? Roll call.

Francesconi: This oak and this yew, the maple, the redwood, add beauty and history to our city, it's not just the car barn. So we appreciate it. It also terrific because they come from all of our neighborhoods. So thank you for identifying them and preserving them. Aye.

Leonard: Aye.

Saltzman: Thank you for all your great work. Aye.

Sten: Thanks as well. Aye.

Francesconi: Let's take 901.

Item 901.

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Francesconi: Someone from parks, mark wigginton is here to answer questions, but let's see who pulled it. Let's have them come up first. I'm not sure who pulled it. Susan? Come on up, susan, and then mark is here to respond.

Susan Landauer: I'm susan landauer, I live at 7706 north hodge avenue, Portland, 97203. Thank you very much for giving me this opportunity to address you. I'm the chairperson of the community association of portsmouth, but i'm here on my own behalf. I live a few blocks south of columbia villa, about a mile from p.i.r. I oppose increasing noise levels so strongly, that I oppose even testing the new levels. Besides, I remember the last p.i.r. Noise testing. I was very close to the sound source, and I was drowned out by the rain on my umbrella. P.i.r. Noise bothers me most on weekend mornings when i'm in my back yard reading the paper or trimming the roses. My peaceful garden is invaded by very loud noise that I consider unnecessary and inappropriate. I think about leaving town, about moving someplace else, about phoning the track to ask if their noise meters are turned on. Mark wigginton, the head of p.i.r., came to our neighborhood association meeting recently. Opinions about drag racing ranged from enthusiasm, to loathing. We didn't take a vote, but there were argument that's noise is pollution, and it is extremely offensive to talk about increasing pollution in a part of town that suffers from industrial pollution, the smells of sewage treatment, and waste processing, and increasing numbers of very low-income residents without adequate social services. In the neighborhood, feelings also range from mild to rabid. I walk my dog twice a day and chat with everybody. When the races are going, I often ask people if the noise bothers them. A number of people claim they barely notice it. But lots of us hate it, and would organize to block the new, loud races. Thank you very much.

Francesconi: Any questions from council? Does council want to hear from mark wigginton, do you have questions or issues?

Saltzman: I guess I would be interested to hear -- I notice in the resolution that the neighborhood association of north Portland is in support of the test.

Francesconi: Mark, why don't you come on up.

Saltzman: What happens once the test is over with? What's the process for deciding whether to allow --

Francesconi: That's a good question. Thanks, susan.

Saltzman: Is this just a one day event, it happens just once?

Mark Wigginton, Portland International Raceway: Our plan is to have -- you have to understand, we have four noise variances at the track, considered loud events. We've been approached to do a professional drag race, a three-day event. The noise levels by professional drag racing are above the -- they exceed the top variance. So to do it at all we would need to go back to council and ask for council to raise that upper variance. I went to the neighborhood associations and talked to them, and basically said this is on your shoulders, the excess noise load. It would still be one of the four varianced events, but it would be louder. Drag racers are almost twice as loud as a cart car, which is our currently loudest event. So they were generally in support of the concept because of the economic development that the race would bring, estimated \$7 million in direct revenue and \$20 to \$30 million in indirect. Impact to the city. But they wanted to hear the concept of a pro dragster in the abstract is very different than actually hearing one. And so we were going to get four nitro cars, bring them in one friday night, run the test, we'll have ads in newspapers asking people to either send us email, phone call, or go back to their own community meetings and then give us feedback. And after gathering that feedback, we'll decide -- first off i'll decide if I even want to proceed with the concept, and then i'll come to council if we do want to proceed to ask for that noise variance. It would be, again, one weekend a year, a three-day event, and would be one of the four variances we already have.

Saltzman: Thanks.

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Francesconi: Any other questions? Ok. Thank you. Anyone else want to testify? Roll call.

Francesconi: Council's demonstrated we're trying to be sensitive on the noise issue. This was a big issue regarding the amphitheater and we're sensitive to north Portland. On the other hand, doing a test to see if it will lead to economic development for the city, but also a way to provide capital funds for the track that's too dependent on just one event, is appropriate. And especially doing it this way, by going to the neighborhood first, then doing a test with the council having the final decision. I think that's the right way to proceed. Aye.

Leonard: Aye.

Saltzman: I certainly share susan's concerns about noise from a drag race, but I think it's something that's being approached in a thoughtful manner with full neighborhood participation, and you'll have certainly -- if they decide to proceed with the event itself, you'll certainly have another chance to talk to us about that with respect to variances. Aye.

Sten: Aye.

Francesconi: Ok. I think we're to the regular agenda.

Item 918.

Francesconi: Anybody here to testify on this? Ok. Aye.

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

Item 919.

Francesconi: Commissioner leonard, do you want to say anything first before we vote on this?

Leonard: Just that it was -- paul did a great job finding a consensus, and what you have before you is the result of his efforts.

Francesconi: Roll call. And the efforts of commissioner leonard and his office, which found a balance between the most important trying to preserve some livability by noise, which can affect quality of sleep and quality of life of our residents, but also allowing businesses to have clean places. Aye.

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

Francesconi: 920.

Item 920.

Francesconi: I think it's roll call. Second reading. Thanks to transportation for all your work working with the neighborhoods, and a special thanks to p.d.c., who provided I think about 90% of the funding for this. So this is terrific for the neighborhood. We're actually paving streets. Aye.

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

Item 921.

Francesconi: 921.

Francesconi: Is there anything you want to say, commissioner leonard?

Leonard: I do. Consistent with some of the concerns raised by council last week, we have prepared an amendment. I also have -- you have a copy of a memo that speaks to the safeguards that will be in place -- first i'm going to move the amendment.

Saltzman: Second.

Francesconi: Ok.

Leonard: So the amendment becomes part of the ordinance.

Francesconi: I guess i'm supposed to say, with no objection. [gavel pounded]

Leonard: So the code will be clear that the images --

Francesconi: I didn't do that right. We're going to have to have an actual vote. Forget what I just did. Now it's in front of the council but we haven't voted on it.

Leonard: On the amendment?

Francesconi: Right. So we haven't passed it. You got a rookie up here, folks, just bear with me. Shouldn't be a rookie.

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Leonard: Shall we vote on that?

Francesconi: Why don't you explain it, because then I think we may have to take testimony on this. We may not be able to vote on the final ordinance. I think this postpones it a week. Why don't you explain your amendment.

Leonard: The amendment clarifies the intent of the ordinance that only the images are accessed by the police bureau, and only if a crime has been committed. No other parties, including the cab companies themselves, are allowed to have access to the images. They can -- i'm wondering if you'd like to say something. I want -- because there were some concerns on this subject and I want to make sure it's characterized correctly.

Nancy Ayres, Deputy City Attorney: I'm Nancy Ayres, deputy city attorney. The memo from John Hamilton pretty much lays out the process, and I drafted an administrative rule that's attached to that that further details the process. We'll put that rule in front of the board after consultation with the police bureau to make sure it's practical from their point of view. But -- i'm no software expert, but the way I understand this, there are codes, other safeguards built into the software that provide a limitation to access to the images that the equipment actually produces. And those codes will only be made available to a contact in the police bureau and to John Hamilton, who's the supervisor, so that in the event a crime is committed and images are needed in order to investigate the crime, the police officers involved will need to go to the contact police officer. And obtain the necessary codes and whatever is required in order to actually access the images. As far as the taxicab companies are concerned, it's a similar type of restriction to access, and i'm sorry, I don't understand all the technical pieces of this, but the taxi cab companies will only be able to inspect it and maintain the equipment as opposed to actually access images. There are further safeguards in the code amendment regarding the prohibitions for taxicab companies to sell or otherwise profit from any of this imagery. And for imposition of penalties in the event that something was to go wrong somehow. I don't think that's very likely, considering all the safeguards that are built into the system.

Leonard: Thank you.

Francesconi: Nancy, commissioner Saltzman --

Saltzman: I don't know if you know the answer, but they talk about the images only being available to the police for investigation of a crime. That's a crime that occurs in a taxi? I guess my question is, what if the joint terrorism task force individual approaches the company and wants an image of somebody who got into a cab for whatever reason? What's their standing to access that image?

Ayres: I think the original intention was to limit it to crimes that were committed against taxicab drivers. Theoretically in the cab. I guess -- I don't know the answer to your question. I don't know what would happen. That's part of the purpose of the rule, is to further clarify that situation, and I think after we talk to the police bureau about it, we can probably get the rule honed a little more closely to, you know, address those kinds of concerns.

Saltzman: Ok. Thanks.

Francesconi: Nancy, I just had one question. The language about limiting it for the purpose of investigating a crime, it isn't in the amendment, but it's in existing city code already?

Ayres: No, it's not in the existing city code.

Francesconi: Oh, it would be in the administrative rule?

Ayres: It's in the code amendments. The amendment to 16.40.140.

Francesconi: Is that in front of us? Who does that?

Ayres: The code amendment is the basic thing that is in front of council. What we were proposing with the ordinance was to do this code amendment, then it became amended a few times, and the ordinance has an amendment today. But the purpose of the ordinance is to pass this code

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amendment that you looked at last week. I don't know whether you have it in front of you, but it says -- the section we were going to add says, immediate access to any record produced by the cameras required by the section shall be made available to Portland police bureau to assist in the investigation of any crime.

Francesconi: That's the amendment you want us to pass?

Ayres: That is a portion of the code amendment that is in front of council, yes.

Leonard: The ordinance --

Francesconi: The original ordinance?

Ayres: Yes, the original code amendment.

Leonard: Number 921.

Ayres: The amendment that's in front of you today is an amendment to the ordinance that's the cover ordinance for that code amendment. And this adds an additional direction to the board to produce a rule that will address the privacy issues.

Francesconi: Ok. Thank you. That explains it. Does anybody want to testify on this? I guess my initial read of this is there's some substance to it, but, ben, what you what do you think? I think we have to wait a week, but what do you think?

Ben Walters, Deputy City Attorney: You've approved the amendment, the council has approved the amendment, it's a modification to the ordinance and by council rules, it requires that it be set over an additional week, and then voted on next week for passage.

Francesconi: That's how I read it too. Unless there's objection from the council, I think that's what we need to do. Ok. So the roll call vote is on commissioner Leonard's amendment.

Moore: There were no objections?

Walters: There were no objections. Ordinarily the mayor just asks if there are objections and it passes --

Francesconi: Let's do a roll call. It will give people a chance if they want to say anything. This is -- you did a -- this is a good amendment that really helps address a serious concern raised by commissioner Saltzman. Aye.

Leonard: And I take to heart commissioner Saltzman's concern, and I share his concern. It would certainly be my intent in drafting this ordinance that nobody, including the terrorism task force, would have access to these images without there being a crime committed in a cab towards a cabdriver. That is the intent behind this ordinance. Aye.

Saltzman: I certainly support this amendment. I do think the intent is right on, but I still have concerns about the fundamental invasion of privacy. I think associated with putting cameras in taxis, because I really -- i'm not convinced our intent will be followed in the day-to-day practice and the administration of this technology in taxicabs, but I will support this amendment. Aye.

Sten: I appreciate the work of commissioner Leonard on this whole package and tie-in. I think it's really important stuff. I fully support it, and of course support the amendment as well. Aye.

Francesconi: Ok. So this will pass for second reading on the whole ordinance for next week. Are we done? We are done. We're done until 2:00 today. So the council is adjourned. Thank you. [gavel pounded]

At 10:17 a.m., Council recessed.

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AUGUST 6, 2003 2:00 PM

[Roll call]

Francesconi: Again, the mayor is on a well-earned vacation.

Items 922 and 923.

Francesconi: What we're going to do, you're going to -- I was going to have you do the staff report first, but now we won't. Ok, you were just on time. It's your cue.

Saltzman: Read us our rights.

Frank Hudson: Good afternoon, everyone. Ordinarily this is the time when I announce the procedural rules for the city's land use public hearings. However, since the hearings officer's recommendation is unopposed, i'll just ask the people here whether they would be willing to waive the reading of the procedural rules. Ok. You can proceed.

Moore: Do we need to declare ex parte contact?

Hudson: Any ex parte contact or conflicts of interest on council?

Francesconi: No.

Sten: I have been to the buffalo gap.

Leonard: Yeah, I have too.

*******:** Fair enough.

Sten: I guess that's a site visit. I've conducted a site visit.

Leonard: I call it an economic development.

Francesconi: This was a filibuster so I wouldn't reach the record. But anyway, go ahead. Staff report.

Mark Walhood, Bureau of Development Services: Good afternoon. I'll be extremely brief here today. We have a comprehensive plan amendment from low density multidwelling to urban commercial, and zoning map amendments from the r2 to the c.m. zone to apply the design overlay zone and include the site within the macadam plan district. There is no development proposed. We have the standard comprehensive plan map amendment approval criteria in chapter 810 of the zoning code. There are applicable neighborhood plans, community plans, and also there's two sections of applicable zoning map amendment criteria. I'm going to scream through this. This is the buffalo gap parking lot. Pardon me while I go through this real quickly. And the hearings officer recommended approval of both the comprehensive plan amendment and the zoning map amendments without any conditions. That's it.

Saltzman: That's short.

Francesconi: Thank you very much for your presentation.

Walhood: Questions?

Francesconi: No. Does the appellant want to -- let's have the appellant come forward. Nope? Are you withdrawing the appeal?

Spencer Vail: Good afternoon, members of council, my name is spencer vail, i'm a land use planning consultant for the bureau of general services on this proposal. This is not an appeal, this is really -- since an ordinance is required, it's forwarding the hearings officer's report to the city council for action. We've had no remonstrances against this proposal from the beginning. I've had a couple neighborhood meetings, and they're ok with it. It's just a matter of finding a vehicle to allow the existing parking lot to continue.

Francesconi: Thank you for clarifying for me.

Vail: Any questions of council, i'll be more than happy to answer them.

Francesconi: I think we just need a motion.

Leonard: I'd move to adopt the hearings officer's recommendations.

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Saltzman: Second.

Francesconi: Any discussion? Roll call. Aye.

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

*******:** Thank you very much.

Francesconi: Thank you for your help, everybody. We're adjourned.

Moore: 923.

Item 923.

Francesconi: Oh. Aye. **Leonard:** Aye. **Saltzman:** Aye. **Sten:** Aye.

Francesconi: So we're adjourned until 2:00 tomorrow.

At 2:08 p.m., Council recessed.

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AUGUST 7, 2003 2:00 PM

Francesconi: Karla, can you call the roll? [roll call]

Francesconi: The mayor is on vacation, and she well deserves it. And the only reason i'm doing this is just the luck of the draw. It was my turn. And so could you call the item, please?

Item 924.

Francesconi: This is also my item, transportation. There's three people we're going to also call up at the beginning after the staff presentation. So you folks can be ready. We're going to have a power point slide show presentation by art pearce, the project manager, and then we're going to have the community advisory committee chairs, carol and patricia, and the humboldt neighborhood association, kurt haapala, the chair. Just to introduce this, this is an exciting project in a very exciting part of town that the whole council cares about. Street improvements trigger a whole lot of other things, along with the talent in the neighborhood. The community has embraced the planning for street improvement and they've been very active in the process, because they know it helps trigger other good things, commercial projects, jobs, housing, for the community. I'd like to give special thanks to laura wintergreen for all her hard work. Let me say at the beginning, it will be our job to find the money to implement the community's work. Go ahead. With me in particular on it.

Art Pearce, Office of Transportation: My name is art pearce, office of transportation. I'm happy to bring to you today the killingsworth street improvement project. For the last year and a half the office of transportation has worked with the community around killingsworth to develop a plan for street improvements along killingsworth street. It is at the center of one of Portland's most diverse communities. The street itself is home to a number of single and multifamily residences, many restaurants and small businesses, as well as large educational institutions such as Portland community college, jefferson high school, and the north Portland library. History of killingsworth, the street itself was first dedicated in 1882, named after william killingsworth, a developer at the time. Part of his vision was to bring streetcar out to this area, and use streetcar as a development tool for the street, and in 1889, started dedicated the first right of way for killingsworth street and within a couple years had a number of streetcar lines, including one going all the way out to then the city of st. Johns. As a result, killingsworth has a number of historic street car buildings and historic structures along it. One example is the carnegie library, now the north Portland library built in 1912. In 1950's to 1980's was a period of transition and decline along killingsworth. In 1948 the streetcar lines that were so often and so long the lifeblood of the street were torn out and replaced by buses. A number of other factors brought change to the area. The last 10 years has been a period of revitalization. A number of examples of planning projects and community efforts that have brought change to killingsworth and positive movement in the area, albina community plan, humboldt target area, interstate max, the new p.d.c. Interstate urban renewal area, expansion of p.c.c. Cascade and the interstate max station revitalization strategy. So why street improvements? The primary reason for this project is to connect the humboldt neighborhood and the killingsworth main street to the new interstate max light rail investment. The interstate max station revitalization strategy highlighted street improvements as the key public improvement that could happen that would make this station area come to life. That and the p.c.c. Cascade expansion, which is currently underway, and the need for new street improvements to match the new business investment that's happening along the street, are other key reasons of why we need to see street improvements on killingsworth. This project was funded through a t.g.m. Grant through the state of Oregon. We applied for it in may of 2001. The project area we focused on was

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killingsworth street between north interstate and north m.l.k. Originally it was to north williams, it was expanded to m.l.k. due to community comment that we needed to have a larger project area that connected to the next nearest main street. We also investigated improvements at denver and greeley intersections of killingsworth, but did not include any in the final plan. We were graced with an outpouring of support for street improvements along killingsworth. The community embraced this process, in no small part due to the hard work of laurel wintergreen, in charge of all the community involvement work. We established a 19-member committee to guide the process, and more than a thousand people contributed to this highly participatory process. A number of public work shopping and open houses between june and november of 2002 we also underwent a number of nontraditional approaches, such as door-to-door canvassing and survey of businesses, we held a focus group. In order to embrace the diverse community around killingsworth, survey and project flyers were translated into five languages. Interpreters were available via cell phone and child care was provided during community meetings. First meeting we held was an existing conditions community walk. You can see folks identifying problem areas, discussing possible solutions. Next meeting was a design work session. This meeting we wanted to engage the community in really identifying the individual small improvements they wanted to see in different locations. So we developed a new planning tool where we developed stickers with these various different improvements on them and had the community members actually placing the improvements where they wanted to see them occur. Next meeting was the design alternatives workshop, where I engaged the community in making tough choices between possible solutions and solving the problems, and lastly an open house in november. This process developed a concept plan to help guide the more detailed street improvements that are proposed. The community identified three types of areas along this section of killingsworth street, a residential area between interstate and michigan, and a main street area between michigan and williams with a campus district in the center. That is bounded by p.c.c. And jefferson high school. There were four themes selected by the c.a.c. To guide this design focused around community diversity, the richness of the history on killingsworth, and the education and commerce that occurs on the street there. The first area in between interstate and michigan, the primary problem is the narrow sidewalks in the area. They were reduced to six feet as part of the construction of the minnesota freeway. In this area we're proposing to add curb extensions at the center and -- for plantings and street trees. We are also able to retain on-street parking in between the curb extensions and allow enough parking for residences there. The i-5 overcrossing bridge was seen as the primary barrier to people accessing the new light rail station. So we're proposing to expand the light rail overcrossing bridge to allow space for more pedestrian area and for street furnishings such as street lights and new plantings to hide the freeway that's down below. The intersection of killingsworth and albina at the center of the main street area was the primary focus of a lot of the improvements. Community members felt this was the core of their commercial center, and deserved extra attention. We're proposing new bus shelters, curb extensions in all four corners to provide more pedestrian space, as well as this is at the far corner, you can see the new p.c.c. Building that is soon to be underway in that location. At killingsworth and kirby, the center of the campus area, trying to -- our improvements tried to blend together and tie together jefferson high school and Portland community college, which are on either side of killingsworth street at this location. So we propose crossing improvements as well as widening the sidewalk along kirby street to create the kirby promenade, which would create a larger pedestrian area for students from both campuses to walk back and forth along this area. Community was very frugal about the improvements they were requesting. They did not request to do pavers all along the street or new brick sidewalks. But

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instead, chose to request burgundy colored accent pavers around street trees and black furnishings, I think one of the members highlighted that burgundy and black was very classy combination, and that was a good thing to go for the street. So the sidewalk improvements are proposed up and down the street. This includes a more detailed scoring pattern as well as curb extensions, and also street furnishings along the street that include street lights and bunch, bike racks, etc. So in summary, this project improves the pedestrian environmental along Killingsworth, it supports business along Killingsworth, matching the investments that private firms are making, improvements access to interstate MAX light rail, and maintains on-street parking along the street. We are current -- our current analysis shows we're losing about seven parking spaces in between interstate and Michigan in the residential area, where we're adding a large number of curb extensions, but we're adding back about nine parking spaces in the rest of the street, so all in all, we're accomplishing more on-street parking where it's most needed. Overall, the project is estimated to cost about \$5 million. We broke this into two phases. Focusing the first phase around the center of the project area, the center main street area, as well as around P.C.C. campus, and the second phase connecting that area to the west interstate avenue and east to M.I.K. Boulevard. There's two segments of the project that were pulled out as highlighted as other large improvements. That's the I-5 overcrossing, that's property over the Oregon department of transportation, and will require a more targeted funding strategy, and their approval for any improvements there. The Kirby promenade, as it's 0 a local street, Kirby street, is also pulled out, because that is not eligible for most types of federal funding. Right now project funding has not been very clearly defined. We did apply for an M-tip grant through the regional M-tip process. This was a very competitive process, over 82 projects competing for approximately \$40 million in funding. So -- and the projects that did receive funding are all throughout the Portland area, but we did not make it at that level of competition. We do plan to reapply in a couple years if we do not find other strategy before then. In the interim, we have established a new street light standard, and design guidelines along the street to ensure that interim improvements that are made by private firms on the individual sites are consistent with the proposed street design. All good example of this is along P.C.C. They're investing more than \$600,000 into sidewalk improvements along Killingsworth, and they have agreed to doing their sidewalk improvements to our proposed design. P.D.C., through the interstate rural area, has recommended allocating \$72,000 for immediate crossing and lighting improvements where it's most needed, in particular at Kirby crossing between Jefferson High School and P.C.C., that's one location they've highlighted they'd like to see that remedied. Tri-met has also budgeted \$150,000 for high-capacity bus shelter at the location of Killingsworth and Albina in front of the new P.C.C. Arts building. So that's the end of my presentation. I'd be happy to answer any questions you might is. -- you might have.

Francesconi: Any questions from the council? Ok. Then let's have Carol and Patricia and Kurt come on up.

*****: Ladies first.

Patricia Welch, Manager, North Portland Branch Library: Ok, fine. Hello, my name is Patricia Welch, I'm the manager of the North Portland branch library on the corner of Killingsworth and Commercial. I'm a member of the advisory committee. Our site was also the host site for all the advisory committee meetings. I am particularly concerned about this because my neighbors are Jefferson High School, Humboldt Elementary School, Portland Community College Cascade, and the Little Chapel of the Chimes funeral home. Between the four of them and our traffic, there's a lot of traffic going back and forth across Killingsworth and Commercial. Our concern is that we have a lot of children going past there, we have a lot of senior citizens passing through, we do not have a

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stop sign or a walkway. Part of my reason for being involved in this is because I want a safe passage for the people who come to my library. I want to talk about the process, because I was very impressed with this. I'm sure you can understand how difficult it is to do things by consensus. I really want to commend the people who planned this for doing an excellent job. The advisory committee ranged from business owners, to residents, to heads of community organizations from the Humboldt neighborhood association, the library, to Interstate Firehouse Cultural Center. It was a good mix of people, and it was a very consistent group of people. We had high school students, and people showed up. That impressed me, because I wasn't sure how that was going to work. I think the time was great, the location was wonderful, we had child care, and I especially want to commend as everybody is doing, Laurel Wintergreen. Think one of the reasons why everybody is particularly pleased with Laurel is because she made arrangements with local restaurants and a caterer, and every time we had a meeting we had great meals. I think people who normally would have gone home said, 'I'm not going to do better than this. I might not do as well. It introduced many of us to some very new businesses in the community, and since they supported us, now we know who they are, where they are, and we can support them. So as you're thinking about how to get people to meetings, I think you want to keep that in mind. Everything that you've seen on this stage was -- on this screen was considered and discussed, and questioned by people on this committee. And I am very pleased to say that all of our concerns and questions were treated with respect. If there were questions, there were answers, if there was something that needed to be investigated, it was investigated. So what you see is the result of a lot of time, but it truly represents the consensus of the community, so I hope you'll keep that in mind when you're considering this. Like the Alberta Corridor, I think the Killingsworth community is poised for change. We're ready, the community is ready to do whatever work we need to do, but we do urge your support, and we thank you for this hearing today.

Francesconi: Thank you.

Carl Flipper, Humboldt Neighborhood Association: Good afternoon. Mr. Mayor, members of the commission. My name is Carl Flipper, I'm -- [laughter] Mr. Acting Mayor.

Francesconi: I didn't hear what you were --

Flipper: Mr. Acting Mayor.

Francesconi: I looked at you and didn't -- Mayor, I didn't hear it, I promise. Nor did I set him up: If you're watching, I promise: Go ahead.

Flipper: My name is Carl Flipper, I'm a member of the Humboldt neighborhood. I live on Killingsworth, and I too served on the advisory board for this. Over the last several years, I have served on a number of citizens advisory boards in north-northeast Portland. The Albina Review, 10-year review, the Albina Plan, the Williams-Vancouver Infill Review Plan, the Interstate Light Rail Advisory, the Urban Renewal Committee. I ran the Target Area Program for five years, which focused on economic revitalization along Killingsworth. And fine finally, the T.G.M. Planning Committee. There's a lot going on in that neighborhood. And fortunately, we have a catalyst right now with the Portland Community College expansion, the \$57 million expansion that Art talked about that has a real distinct possibility of igniting a development explosion in that area, which we desperately need. We were extremely disappointed that we did not get the M-TIP financing to do the engineering, but I want to -- if I don't leave you but with one thought today is the fact that we can spend few dollars on Killingsworth right now, and receive a tremendous benefit in the real near future. We have zero dollars for implementation, I don't recall the exact amount we spent with the magnificent planning. This community is great for putting a lot of time, energy, and money into elaborate plans, and when it comes time to spend money for implementation, we sometimes fall

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short. I don't know of a single person -- there may be somebody here today, if they are, I don't know, I don't know of a single person in our community who is opposed to this project. The number of community advisory input sessions I've served on in the last number of years has always been a group of people who don't want any change. But with this Killingsworth project, I don't recall there being a single voice of opposition to oppose any of the ideas we talked about. The one irony of the Killingsworth improvement plan, and I do support it, I hope you unanimously approve it, but it's a double-edged sword. And we found out in the case of the work we've been doing with Jefferson High School, we've recently torn down the bushes in front of Jefferson High School, so you can see that it is in fact an institution of education rather than a prison, and people have changed some -- it's changed some attitudes over a few short months about support for the high school since they know it's there. But we have a plan for a pavilion and plaza there that we are desperately trying to raise funds for, but we found out that because of the Killingsworth street improvements, we were going to have to come up with about another \$150,000, \$175,000 for the street improvements in front of the high school. So that is a case in point of how these wonderful plans, and I do believe they're wonderful plans that will really help to improve the character and access of the street, but to somehow mitigate the impact on private developers, on institutional developers that want to improve their property but now, since there's no money for the street improvements, have to incorporate those costs into their projects, which can have a dampening impact. We can leverage the street improvements into something really wonderful. We can completely change the character of the street. It can stimulate business growth, it can reduce crime, it can open up the street for easy pedestrian access, it can do all of the wonderful things we talked about over the year or year and a half that we served on that task force, and I ask for your unanimous endorsement. Thank you.

Kurt Haapala, Chair, Humboldt Neighborhood Association: I don't know what there is left to say, Karl. I'm Kurt, the chair of the Humboldt Neighborhood Association. I won't -- I'll only say that I'll echo most everything I've heard. I'd like to think Laurel having come back is hopefully a testament that she misses Portland, but the significance of this project has brought her back as well. I'm going to -- I'm a design professional in the community, and I would applaud the process as well. It was a well-executed process to take that many people and get streamlined ideas and thoughts generated and boiled down and watch the evolution was remarkable. I find myself in that situation leading complex projects with a variety of constituents, and it becomes difficult. So this was well done. Part of the focus of my tenure as it were, as the chair, is to really focus on development. There is a lot going on. There's a lot of potential, and this project sort of symbolizes for me the stitches that will really lace up the entire community when we think about P.C.C. Cascade, when we think about the Jefferson Plaza and Pavilion, the Interstate Urban Renewal, and the light rail. I think of Killingsworth as the lifeline to Interstate and the lifeline of the city. And it's really important that there is continuity, and the design and the elements that would go into the city, into the streetscape will help to demonstrate that kind of continuity and that pride of place that I think we all would be thrilled with, not only the residents of Humboldt, but the city in general. And so when we talk about funding, I would again echo that dollar for dollar the investment in the Killingsworth street project will bear a tremendous amount of fruit with I would like to think a minimum amount of funding when we talk about the millions of dollars that the other projects in the city are requesting. So I'm here with the support of the board and the community to endorse the project, realizing the economic struggles, but I would look to city commissioners to think creatively as we are all trying in these economic times, to fund this as soon as possible, sooner rather than later, so that we can really build on the momentum that is currently in the community,

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the expansion momentum, the development. So I think i'll stop there and request support. Thank you for your time.

Francesconi: Any questions of anyone from the council? Anybody -- testimony now? We can open it up for testimony. If you can do it in three minutes, folks, that would be great.

Charlie Sieracki: Members of the council, good afternoon, my name is Charlie sieracki, I serve the community as dean of instruction at the cascade campus of p.c.c., and i'm a resident of north Portland. I'm here today of course to support the proposal, the project of the killingsworth street improvement. The importance to the community of the killingsworth street improvements project cannot be overestimated. Street improvements on killingsworth are part of the solution to a number of interrelated challenges to the northeast community. We have a problem with increasing crime, badly aging business establishments, a commercial district in poor economic health, and a severe transportation problem with an increase in students driving to and from the cascade campus.

None of these problems can be solved in isolation. Improvements to killingsworth are part of a multifaceted strategy to deal with all these issues. It's in the interest of p.c.c. and the community to reduce the use of automobiles by individuals. However, the run-down appearance of killingsworth will inhibit students and staff from using the new light rail, located just blocks from the cascade campus. Improvement of killingsworth will mean higher ridership for the new light rail, and decreased use of automobiles on city streets, and will result in decreased parking problems on and around cascade campus. Currently the community around killingsworth is concerned about criminal activity. The run-down nature of the street is a message to criminal elements that the street is open for criminal activity. We need a clean attractive street which sends a message that the street is open for commercial business, and that it's safe to come and buy products and services.

Businesses are struggling to survive along killingsworth, a thriving commercial district will decrease criminal activity, increase the well being of the community and provide all of us who live and work here a more attractive environment. Killingsworth is a busy street. With increased pedestrian use of the sidewalks along killingsworth comes the disadvantage of the increased risk of traffic accidents. So street improvements along killingsworth will promote safer street crossings and reduce the risk of accidents. P.c.c. cascade has been working with the humboldt neighborhood association and its neighbors to promote a safe, healthy, prosperous neighborhood. Adoption of the killingsworth street improvements project will provide increased impetus for a combined community response to community challenges, and after all, that is the Portland way, to make progress in neighborhoods. Thank you.

John MacEachern: Hello, my name is john, and i'm a resident of the humboldt neighborhood. I live on the corner of commercial and alberta. I have been speaking to many of my neighbors, many who have been living there for -- since they were children, who are grown now and have families, and many of whom are -- rent there. All of them are in favor of brightening up killingsworth street as a part of the whole humboldt neighborhood and community, and I myself of course am one of them. That's -- that is my point. We hope you make the right decision for us. Thank you.

Marcia Weinstein: My name is marsha winstein, I live on willamette boulevard just north of killingsworth. I was a member of the citizens advisory committee. I have now shared an experience probably with all four of you commissioners, I have been misquoted. In fact, "the Oregonian" article that had me in it was -- I was going to say it was accurate only in the point that I was impatient. However, that too is not true. I have been attending meetings about this area since 1990, when I bought my house. So I figure 13 years is not being impatient. I've gone along with the progress -- the process, and now it's time to show something for it. A lot of people put a lot of their own time, they were not paid like the consultants, to come to these meetings. We put a lot of

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our time into it, and now we need to see some reward. And the reward is not just approving this plan, it's finding the money to fund the plan. You gentlemen are very creative, you have found money for the chinese garden, \$40 million I think to rehab this building, you're finding money for trams, you found money for streetcars. So we're not asking for very much, and we need to see it, and we need to see it soon era they're than later. And that's what i've got to tell you.

Francesconi: That was clear. [laughter]

*****: You got it: [applause]

Carol Chism: Hi, my name is carol chism, the executive director of the interstate firehouse cultural center, located at killingsworth and interstate. And i'm really a member of the community livability committee for p.d.c. In the urban renewal district. I sit on the light rail advisory committee, and then also on the killingsworth citizens advisory committee. So i've been in a lot of community meetings. And I know that the community is very invested in renewing this whole area of the city, north and northeast Portland. Unfortunately, the necessity get is there, and it's still evident. We've done a good job of starting to bring back businesses along interstate avenue, we've done a good job of rehabbing the streetscape and the landscape along the light rail. Now, the next step, and we consider ourselves a gateway to what will be the educational campus along killingsworth, the next step is to bring -- is to bring killingsworth avenue to the same level that we have on interstate. I sat on the committees and watched people plan and tediously look at the renovations that would happen along the streetscape. Not only were they looking at the beautification of the street, but they were looking at the safety issues. The access issues. The transportation issues. How housing would match with businesses in that area. So i'm encouraging you as you consider this plan, and I hope you will approve it, that you will look at strategies that might include matching funds, or underwriting funds, or start-up funds, so they can start, at least start making some of these improvements as an investment and an incentive to the businesses and to the community that's there. Thank you.

John Bartles: Hello, can you hear me? My name is john bartles, I live on m.l.k. I -- the crosswalk at the library, that's where killingsworth, east, by the freeway. It's very narrow. I wish we could do something about it. On montana street, on montana -- across on georgia, on the light rail line. Thank you.

Francesconi: Thank you for coming to testify.

Lenny Anderson: Commissioners, my name is lenny anderson, i'm a member of the transportation committee of the interstate urban renewal area. And also was a member of the governor's i-5 task force, and I want to direct your attention to an item in that task force report, which i've copied for you, along with a couple of other visual aides, you might say. If you open that up, what I found, and i'm specifically talking about resources to do this project. In particular, the freeway overcrossing. And what I say -- what's true about killingsworth can be true about russell street, alberta, on and up and down the right of way. I came across a map from my youth that shows north Portland when there was no freeway. And then on the flip side, there's a newer map that has the freeway. And I think that very graphically shows the tear that was imposed in north Portland that we think many people in north Portland look to be remedied. Look to be repaired. And I think the agency that we should look to for this repair is odot. And I encourage you to stand with us and to make an effort to encourage them to step up to the plate and to do the work to make the overcrossings and the undercrossings that separate north Portland and northeast Portland attractive passageways. We actually have language, and it's on the flip side of that cover from page 39 of the i-5 task force, which was -- on which I served with the mayor, and you approved, that's on page 39, that's item b-1, recommendations, environmental justice. Item a, I would like to read that

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paragraph just for the sake of everyone in the room. A community enhancement fund for the use in the impacted areas in the i-5 corridor in Oregon and Washington, should be established. Such a fund would be in addition to any impact mitigation costs identified through an environmental impact statement, and would be modeled conceptually after the 1% for arts program. The i-405 mitigation fund that funds a lot of really nice projects in some of the wealthiest neighborhoods of Portland, and the st. Johns landfill mitigation fund. And then boy state coordination committee would recommend specific details, and so on, and so forth. I think the important language is the first sentence. I think it's important for you as the city commissioners to take every opportunity to see that this is put into effect. Our first opportunity could be the delta-lombard project. Terrible project, in my mind, but if it goes forward, probably to the tune of \$50 million, we should ask that odot put \$500,000 on the table, which would take care of at least some of the work on the killingsworth overcrossing, and I hope that we can all go forward with that strategy together. Thank you.

Francesconi: Thank you.

Ben Hufford: Good afternoon, commissioners, my name is ben hufford. I'm an architect at the firm that did the planning at Portland community college cascade, we also have eight projects at Portland community college cascade. As people have mentioned before, it's \$57 million to spend up there, which is extraordinary in that community. I've also been asked, because we were doing the planning at the cascade, I was on the technical advisory committee, and I think this is sort of like asking the regulators to join up with industry to ask what's going to happen that we see in this current government, but I think it's wonderful, in this case, because everyone's heart was in the right place and we knew we were going to make street improvements, so to involve the architects and planners on the team planning this project was a very wise and prudent choice. I'd also like to echo what virtually everyone else has said, thank you very much laurel wintergreen and art pierce for an extraordinary community effort. This city talks repeatedly about community efforts, i've seen good and i've seen bad, this one is extraordinary. First of all, the killingsworth street improvement program is strategic. They snuck in right under the wire, knowing we were going to have eight projects, four of which face killingsworth right there, and let's make a plan, so that when we are -- we, p.c.c., are investing money, we are doing it in a current plan that's relevant, that has current planning standards, we're not trying to upgrade sidewalks to an outdated standard. So I applaud that as well. Much of what will change in the next few years will be on campus. We're now looking at in the neighborhood of five or six blocks that will be upgraded during the bond, which is frankly a building period over the next three years. So, again, the college knew we were going to make improvements, so we wanted to make the right improvements. We wanted to look to the future. The critical piece that I want to point out at this point is that the college is investing a tremendous amount of money. Much of this money is in the public right of way. My calculations has very close to a million dollars of improvements within the right of way, including killingsworth as well as other streets on campus. And I know a little bit about how to pay for it. The college is going to be making these improvements. We are also burdened with extraordinary systems development charges across the campus for each of these projects. The college, I would be remiss to not raise the point that if the college is making a million dollars of public improvements, they would like to say, let's look at the systems development charges which should be applied across the entire -- which is typically applied across the city, what you're hearing from these people today is that this is a location that needs public improvement. Let's spend some of that money there with the college investment. Thank you very much.

Francesconi: Are those the transportation --

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Hufford: Those are transportation only, b.e.s. is separate.

Francesconi: Ok.

Walter Valenta, Co-chair, Interstate Urban Renewal District: Hi, my name is walter, i'm the cochair of the urban renewal district for interstate. I have a couple of points. Just in the same way that p.c.c. is developing and jefferson, we have another keystone, which is that the first assembled block from p.d.c. Is on the corner of killingsworth and interstate, and that is going into -- the person is going to be allowed to build that project the first fully assembled block, the first multistoried mixed use, mixed income building on the corridor, and it's right on the gateway on the interstate corridor. So there's a lot of synergy that this is pulling together, and -- in this corridor. But the main thing I want to do is talk about the money, because it's always seeming to be about the money. Here we have an urban renewal district that is constantly struggling with money, and it always seems to be the pot that they're going to pull things out of. And I recognize that our urban renewal district will be part of this funding strategy, but let's look at the new sexy urban renewal district going down in south waterfront and think about all the great ideas that are going to try to bridge the gap financing for those things, and they're pulling money in my opinion, from more than just the urban renewal district to make that vision alive, so we've got to keep remembering this district and the things here, we don't have a big empty piece of land, and a tram and those sorts of -- and that's a very great project and that needs to be supported, but think about the efforts there, and think about, are we getting the same sort of efforts up here in the interstate corridor, where we're rebuilding an existing area where we don't just have a blank slate to work on again. And I know that there's a lot of pull to get the funding for south waterfront, so just imagine if that same sort of pull was pulling for here instead of just taking away from the urban renewal district. From the assistant development charges, just remember this is an area to ear mark some of those things, because north Portland tends to think that things get pulled away to fund other sexy projects, so this is a sexy project that we can pull money in here, and what if some projects from other parts of town ear mark their system development charges for up here? You know, because they can come back in more than gets taken out. So let's remember that as we compare these two new great urban renewal districts that are starting to come alive. Thank you.

Brian Wannamaker: My name is brian wanamacher, a real estate developer and property owner along killingsworth and albina, and mississippi and other various places in the city. The largest issue that i'm finding over in along the killingsworth corridor is attracting tenants, both residential tenants, as well as commercial tenants. And the difficulty is really the perception that it's low-income, high crime, and it's a justified perception, because historically for the last certainly period of time it has been that way. Obviously with the examples of mississippi avenue, which is coming alive, and sort of tying in to killingsworth all the way from interstate, and the alberta district, which the city was very focused on, investors are anxious to find new areas where they can invest. But at this point, people are continually ignoring killingsworth, and I think one of the potential benefits to funding the street improvement is of course the clever investors watch what the city is doing, and then they move into those areas, and all the benefits follow with the redevelopment of the properties. At this point what we've done, herb and I work together, actually, to reduce crime in the area, and that's made an impact from a residential standpoint so that currently we have more of the -- let's say the alberta crowd moving in, which sort of modifies some of the economic pieces in the neighborhood that have been lacking for a long period of time. But really, we are looking for support from the city to help with the development, both from an investor standpoint, but also a community standpoint, for all the reasons that everybody mentioned of the benefits that go along with the redevelopment. That's all. Thank you.

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Herb Jenkins: My name is herb jenkins, I serve on the board of directors for the humboldt neighborhood association. I live and work at the corner of killingsworth and albina at a diagonal to p.c.c. Cascade campus, and i've heard an awful lot of talk today about infrastructure, and transportation, and all of the physical assets, but really what this is about is people. And you have a community full of very intelligent, motivated people who could use your help. I wouldn't want to be in your position, because I think that you guys do a very good job considering your resources. I want to thank the police for the work that they've done in the neighborhood. They've made a big impact. I know that everybody is fighting for the same dollars, but I don't really see it as being a battle for resources as much as a commitment to a village of people that have typically been ignored. I think for the dollars to be spent in this project, I don't honestly know all of the implications of all the projects in the city that's trying to get these dollars, but I see this particular project as having a very large potential impact because of institutions like p.c.c., i-5, the max, tri-met running through there. There are a lot of people who don't live in that community that could be served by this project. And I just think it's time that this community gets what it deserves. I think we would all be better for it.

Francesconi: Anyone else?

Harold Williams: Commissioners, my name is harold williams, I reside at 81 northeast grand, via business at 2752 north williams avenue. I have some involvement at the school on killingsworth. And want to see that it benefit. I have -- my testimony is not just with that. As you know, the sun rises in the east and sets in the west. And killingsworth runs as the spine of that system. As you see, when the sun rises every morning, it sets right on the heart beat of killingsworth, and when it sets in the evening, it sets on the heart beat of killingsworth. You hear negative things about the crime, yes, there's crime. But the thing is very simply, if it's a priority, what we make a priority, we make -- put value to it. If killingsworth is valuable to us, we will make it a priority. And what is a priority you'll find resources. And everything that we do, if it's a priority in our lives, we find resources to support it. If we're remodeling our homes, whatever room is the priority, that's what gets remodeled first. And we're asking that killingsworth becomes a priority, because it is the spine of our city, and -- in a lot of ways. The activity and the rebirth of north-northeast Portland and one of the greatest community colleges in this nation, has one of the largest urban campuses in the northwest, is facing killingsworth. I think to support it would be very, very commendable. I think it would enhance not only all of the citizens, but it would make a positive statement for the history of inner northeast Portland, and it would also give an embrace to those who have attended jefferson, those who were born and raised there, as of august the 9, i'll be in that community 44 years. So I know the value and how it's been overlooked in many situations. As I can -- as I conclude, you have an awesome task in what you do, but this time I ask, make us the first one to embrace, and not let it just be on the waterfront, but where the soul of life comes, the birth of the city, where real people are still alive, and interfacing with each other, all cultures, all creeds, everyone walks the side with every day, and killingsworth will make us proud if you embrace it. Thank you very much.

Francesconi: Thank you. Any other testimony?

Moore: That's all who signed up.

Francesconi: Before we vote on this, lore wintergreen, can you come forward for just a second? [applause] I called you forward for two reasons. I think you needed to be acknowledged, given the testimony we just had. And the second reason, if you could just give us some advice about how we could do a better job of citizen involvement in the way that you obviously have.

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Lore Wintergreen: Bottom line, respect the citizens. I was almost in tears with what people said today. They care about their community, and they put the time in. I mean, people came. And I know that people have said it's -- we provide the food, I think it's again respecting. They have limited time. They're working all day, they have families to go to, yet they spent hours and hours planning. I think the number 1 thing is to follow through. To have a plan funded, as you've heard, because if you continue to not fund the plans, you're not going to have community involvement. They're just, why bother. That's a lot of what I had to overcome in the region, is the hopelessness of, why bother, even if we come, they'll change it on us, or they'll let it die on the vine and it won't be funded. So i'd say that's the number 1 thing, to show them the work they've done, respectfully, with you and the community, will get funded. The other is to respect them in terms of their time, plan your meetings in the evenings when they can come, or short spurts on weekends. Make sure, you know, we did community walks, we made sure they had bottles of water. I made jokes, we don't would be to see anybody fainting on the city's time. Just honor them. Give them food so that they can have good attention, not just carbohydrates and sweets so they're impatient and need to leave. Honor them by having child care. Do the translation, have translators and interpreters available so that all people can given put. If people aren't coming to the table, you go to them. We found in this process there are several asian-american-owned businesses in the area, but they weren't coming to the meetings, the owners of those businesses, and people weren't coming to the meetings. We went to them. So we took the time out to do that. I worked with a great team, I know it was said earlier, was very respectful about any questions that were raised, and honestly realizing, you get briefings from the important, you know, the uppity ups. You had hired me to brief the community members. And to do that is sincerely and forwards rightly, and to find out what they care about and then help them see how they can impact with authority, and how corey -- help create the city they want to create.

Francesconi: Thanks. Any questions? Let's have a roll call. Well, just -- this is obviously a terrific plan. Killingsworth, the sun does rise and set, and it's also the heart of the community, an important part of our community. So this plan is a strategy to reduce crime, increase safety of pedestrians, also increase the businesses. It a terrific opportunity to link jefferson and p.c.c. Jefferson deserves the kind of campus that lake oswego kids have. This is part of that strategy to do that. So thanks for all your work. But the real question now is funding and how you fund it. There was a reason that harold williams was only looking at me. It is really unfair, it is unfair to commissioners Sten, Saltzman, and leonard to look at them on the issue that this wasn't funded. It is appropriate to look at me, because i'm in charge of the department of transportation. So the way this is funded, m-tip, which is a federal process, federal pot of money, I sit on the committee at which those allocations are made. So it's my job to advocate for the transportation projects across the city with others, and it's not the other commissioners' responsibility, it's my job. So in looking at this, we have to face people, and you do understand, that there's about 5% of the money for 100% of the projects. So we have to prioritize. And I -- in looking at the priorities, there were about five or six neighborhood projects that we're trying to get federal money for. One is cully, a part of town that we also don't put into money into, a green street program, and cully, the other one was st. Johns, another part of town we don't put any money into. Tacoma, we had tremendous amount of citizens advocating in a plan like you, and that didn't get any money. And we created a terrific citizen plan. We have burnside, which dropped off right away, because it was way too expensive, and we have a tremendous citizen plan. So the three that were the closest, and two of them were funded, were cully, st. Johns, and killingsworth. And you know, I made the arguments, and we got two out of three. What hurt killingsworth is it was engineering, without construction. I

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think we're at a time, we actually have to put some things on the street, so the citizens can actually see them. That's what happened in st. Johns and in cully, not just engineering. I don't know how you do it, keeping citizens involved when they can't see the results of their work. I do not know how the terrific group at interstate in particular, when you're working there without enough money, to do it. I do not think we can keep doing neighborhood plans the way we stop -- neighborhood street plans until we can start implementing some of them. Because we keep doing the plans without the implementation. So my commitment to you is, I will look at the s.d.c.'s, they go into one pot, and I don't know where this fits on the priority list. So I will look at this. Lanny was suggesting federal dollars on the mitigation fund, the problem with that is, it's a great idea and it's so far out there, I think we can actually deliver some other ways without waiting that long. So I have a thought, and I don't know if I can produce on it. And so I have another idea. But it's all of our responsibilities, but on this one, I bear the most responsibility. So you need to keep -- be persistent on this, ask for periodic reporting about where the funding sits, and we need to figure out a way to do this. So thank you for all your work on this. Aye.

Leonard: Well, I will be one of the ones that will be persistent. This is one of the things, an example of the kind of thing i've enjoyed to be involved in in this position as opposed to my prior government service, because this is a neighborhood that, while I live in southeast, my roots are in this neighborhood. I bet roy remembers the bun and burger on vancouver and killingsworth, and we probably crossed paths there. I bet you bought those j.c. Penny high flyer tennis shoes at killingsworth and union when j.c. Penny was there. We lived real close, grew up in the same area together. So it's -- for me, to look at the pictures isn't just interesting to look at the historical pictures, I picture myself there, including cascade campus, which is where I started my college career. In a much different campus than it looks today, 33 years ago. I was there a year ago for the first time, and was shocked at the p.c.c. Cascade campus, what a beautiful place it had become, and to imagine the plan being implemented that we're looking at is more than just a beautiful thing to look at, it's an inspiration to kids that grew up in that area who might otherwise never think they have an opportunity to go to college. I was one of them. So this is very inspirational to see, and something that I am very committed to partner with commissioner Francesconi on, and whatever -- in whatever way I can help. Aye.

Saltzman: This is a great piece of work. As has been acknowledged, it's nothing more than a piece of work at this point, but we hope to make it a reality, and I think all the people at this table and certainly across the aisle from us will -- with a lot of good energy will find a way to make things work. That's a lot of how this city gets things done. Killingsworth is a remarkable community. The community is a remarkable community already, bringing some identity, more street escaping and things like that, and helping to sort of bridge the busy traffic, it is a busy section, particularly in the albina to m.l.k. stretch there, but to the extent we can provide sort of a main street focus and with all the development that p.c.c. is going to be adding in the next few years, it's got a lot of exciting energy, and this plan will help knit it all together. Good luck to all of you who served on this committee, and to our transportation staff. Aye.

Sten: I really want to thank all of you. It's a nice piece of work, and laurel and the whole team, this is the way we should get things done, and it is hard to sit here and hear everybody say we've done this great work, we need some money, and there's no money on the table. So I think we need to remedy that. I would look at my friend art, i'd like to see some choices come forward from the transportation budget and see, what -- even small things, because I think we need to do something on this right away to show we're serious about it. I think killingsworth is headed in the right direction. And I also think it's going to be an interesting mix to see -- i'd like to see killingsworth

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get cleaned up and be safer, i'd also like to see it keep some of the flavor that it has. I'm not really interested in seeing a wholesale push-out on Killingsworth either, so I think there's a lot of issues in terms of how the neighborhoods change and grow, and I think you've carved out a way for this to go in the right direction, and would like to be helpful and look forward to having that chance. So again, thanks. Aye.

Francesconi: Thanks, everybody. We have one more item. We have to do one more thing. Thanks, everybody. Thanks for coming. We have just one thing that will take a minute, then the whole council will be adjourned. Why don't you read the next item.

Item 925.

Francesconi: Let me -- council, let me just read something here. If there's no objections, we'll proceed like this. This ordinance was discussed by the city council I know on June 19, 2003, and it was continued to northwest parking to August 7. It became apparent after the June 19 meeting that the mayor would be out of town on August 7. And that a new continuance date and time would be needed to be identified. So now a new date and time of August 28 at 2:00 is recommended. So with that -- without any objections, we're going to set this over to August 28 at 2:00. Ok. [gavel pounded] so ordered. Now we're adjourned. Thanks, everybody. [gavel pounded]

At 3:05 p.m., Council Adjourned.