



CITY OF  
**PORTLAND, OREGON**

**OFFICIAL  
MINUTES**

A REGULAR MEETING OF THE COUNCIL OF THE CITY OF PORTLAND, OREGON WAS HELD THIS **10TH DAY OF SEPTEMBER, 2003** AT 9:30 A.M.

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

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

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

	<b>Disposition:</b>
<b>COMMUNICATIONS</b>	
<b>1047</b> Request of Charles E. Long to address Council regarding criminal justice reform and Portland police (Previous Agenda 1023)	<b>PLACED ON FILE</b>
<b>1048</b> Request of Francine Kaufman to address Council regarding City of Portland personnel policies (Communication)	<b>PLACED ON FILE</b>
<b>1049</b> Request of Merrick Bonneau to address Council regarding his case (Communication)	<b>RESCHEDULED TO SEPTEMBER 17, 2003 AT 9:30 AM</b>
<b>1050</b> Request of Tycian G. Bonneau to address Council regarding Merrick's case (Communication)	<b>RESCHEDULED TO SEPTEMBER 17, 2003 AT 9:30 AM</b>
<b>1051</b> Request of Stephen Edlefsen to introduce himself to Council (Communication)	<b>PLACED ON FILE</b>
<b>TIME CERTAINS</b>	

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<p><b>1052 TIME CERTAIN: 9:30 AM</b> – Consider the proposal of Brownstone Forest Heights LLC and Mill Creek LLC and the recommendation from the Hearings Officer for approval of a Comprehensive Plan Map Amendment and Planned Unit Development Amendment for Tract F and J in Forest Heights (Hearing; LU 03-116989 CP PUD)</p> <p>(Note: Commissioner Leonard left at 10:00 a.m. and returned at 10:02 a.m.)</p> <p><b>Motion to adopt the Hearings Officer's findings with conditions:</b> Moved by Commissioner Francesconi and seconded by Commissioner Sten.</p> <p>(Y-3)</p>	<p align="center"><b>ACCEPT HEARINGS OFFICER'S RECOMMENDATION AND APPROVE PROPOSED COMPREHENSIVE PLAN MAP AMENDEMENT AND PLANNED UNIT DEVELOPMENT AMENDMENT WITH CONDITIONS</b></p>
<p><b>*1053</b> Amend conditions of approval attached to Forest Heights Comprehensive Plan Map Amendment and Planned Unit Development to allow transfer of density from Tract F to Tract J (Ordinance; LU 03-116989 CP PUD)</p> <p>(Y-4)</p>	<p align="center"><b>177876</b></p>
<p><b>*1054 TIME CERTAIN: 10:00 AM</b> – Authorize an Intergovernmental Agreement with the City of Milwaukie and Clackamas Community College to develop and provide college-level crime analysis training (Ordinance introduced by Mayor Katz)</p> <p>(Y-4)</p>	<p align="center"><b>177877</b></p>
<p><b>1055 TIME CERTAIN: 10:40 AM</b> – Establish an expedited process to process minor changes to the City boundary (Ordinance introduced by Mayor Katz)</p>	<p align="center"><b>PASSED TO SECOND READING SEPTEMBER 17, 2003 AT 9:30 AM</b></p>
<p align="center"><b>CONSENT AGENDA – NO DISCUSSION</b></p>	
<p><b>1056</b> Accept the bid of Par-Tech Construction, Inc. for the remodel of Fire Stations 8, 19 and 20 in the amount of \$1,907,900 (Purchasing Report - Bid No. 102338)</p> <p>(Y-4)</p>	<p align="center"><b>ACCEPTED PREPARE CONTRACT</b></p>
<p align="center"><b>Mayor Vera Katz</b></p>	
<p><b>1057</b> Reappoint David Johnson and Francine Corriere to the Urban Forestry Commission for a term to expire June 30, 2007 (Report)</p> <p>(Y-4)</p>	<p align="center"><b>CONFIRMED</b></p>
<p><b>*1058</b> Pay property damage claim of Robert Westlund (Ordinance)</p> <p>(Y-4)</p>	<p align="center"><b>177855</b></p>
<p><b>*1059</b> Create new classifications and a lead assignment in the Bureau of Licenses and establish interim compensation rates for these classifications and lead assignment (Ordinance)</p> <p>(Y-4)</p>	<p align="center"><b>177856</b></p>
<p><b>*1060</b> Change the salary range of the Police Support Services Manager classification (Ordinance)</p> <p>(Y-4)</p>	<p align="center"><b>177857</b></p>

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<p><b>*1061</b> Amend an Intergovernmental Agreement with Multnomah County District Attorney Office to increase reimbursement to Police Bureau for child abuse investigations provided in fiscal year 2002-2003 (Ordinance; amend Contract No. 51581) (Y-4)</p>	<p align="center"><b>177858</b></p>
<p><b>*1062</b> Authorize Purchasing Agent to amend contract with TMT-Pathway LLC to provide thermoplastic striping materials for the Bureau of Maintenance and provide for payment (Ordinance; amend Contract No. 40434) (Y-4)</p>	<p align="center"><b>177859</b></p>
<p><b>1063</b> Accept contract with Skyward Construction, LLC for Fire Station No. 16 construction project as complete, authorize the final payment and release retainage (Previous Agenda 975; Contract No. 34038) (Y-4)</p>	<p align="center"><b>ACCEPTED</b></p>
<p align="center"><b>Commissioner Jim Francesconi</b></p>	
<p><b>*1064</b> Grant revocable permit to Tenant &amp; Lessees/Rain or Shine Productions to close SW Columbia Street between Park and West Park Avenues, September 12 through September 14, 2003 (Ordinance) (Y-4)</p>	<p align="center"><b>177860</b></p>
<p><b>*1065</b> Amend agreement with Portland Business Alliance for Special Downtown Services (Ordinance; amend Contract No. 51670) (Y-4)</p>	<p align="center"><b>177861</b></p>
<p align="center"><b>Commissioner Randy Leonard</b></p>	
<p><b>*1066</b> Authorize a grant with U.S. Department of Justice, Office of Justice Programs in the amount of \$250,000 for Project Safe Neighborhood (Ordinance) (Y-4)</p>	<p align="center"><b>177862</b></p>
<p><b>*1067</b> Extend term of AT&amp;T long-distance telecommunications franchise (Ordinance; amend Ordinance No. 162822) (Y-4)</p>	<p align="center"><b>177863</b></p>
<p><b>*1068</b> Extend term of Ordinance granting PT Cable, Inc. a telecommunications franchise to June 1, 2004 (Ordinance; amend Ordinance No. 163303) (Y-4)</p>	<p align="center"><b>177864</b></p>
<p align="center"><b>Commissioner Dan Saltzman</b></p>	
<p><b>1069</b> Adopt a Waste Reduction Program and authorize an Intergovernmental Agreement with Metro to receive Metro Waste Reduction Challenge Funds in the amount of \$239,482 in FY 03-04 (Ordinance)</p>	<p align="center"><b>PASSED TO SECOND READING SEPTEMBER 17, 2003 AT 9:30 AM</b></p>

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<p><b>*1070</b> Authorize grant application for stewardship, outreach, education and revegetation activities to the National Oceanic and Atmospheric Association's Community Based Restoration Project grant program in the amount of \$190,000 for two years (Ordinance)  (Y-4)</p>	<p align="center"><b>177865</b></p>
<p><b>*1071</b> Authorize a contract and provide for payment for the construction of the South Airport Basin Project Phase II, Project No. 6789 (Ordinance)  (Y-4)</p>	<p align="center"><b>177866</b></p>
<p align="center"><b>Commissioner Erik Sten</b></p>	
<p><b>*1072</b> Authorize sale of two thermal imaging cameras to Portland Bombero Association (Ordinance)  (Y-4)</p>	<p align="center"><b>177867</b></p>
<p><b>*1073</b> Accept a grant from the Consumer Product Safety Commission in the amount of \$2,500 for a Home Fire Safety Campaign (Ordinance)  (Y-4)</p>	<p align="center"><b>177868</b></p>
<p><b>*1074</b> Authorize a subrecipient agreement with Multnomah County Health Department for \$105,000 to administer the Lead Line and provide mobile blood lead screening and provide for payment (Ordinance)  (Y-4)</p>	<p align="center"><b>177869</b></p>
<p><b>*1075</b> Authorize the Amended and Restated City Agreement with U.S. Bank National Association and the Portland Development Commission for use of Community Development Block Grant resources (Ordinance)  (Y-4)</p>	<p align="center"><b>177870</b></p>
<p><b>*1076</b> Authorize a subrecipient agreement with Fair Housing Council of Oregon for \$29,634 for Fair Housing and Civil Rights Services and provide for payment (Ordinance)  (Y-4)</p>	<p align="center"><b>177871</b></p>
<p><b>*1077</b> Authorize subrecipient agreement with Central City Concern for \$525,910 for the Central City Concern omnibus contract to provide homeless services and provide for payment (Ordinance)  (Y-4)</p>	<p align="center"><b>177872</b></p>
<p><b>*1078</b> Authorize subrecipient agreement with Central City Concern for \$338,319 for the CHIERS Outreach Program and provide for payment (Ordinance)  (Y-4)</p>	<p align="center"><b>177873</b></p>
<p><b>*1079</b> Authorize subrecipient agreement with Housing Authority of Portland for \$300,104 for the HOME Investment Partnership Program and provide for payment (Ordinance)  (Y-4)</p>	<p align="center"><b>177874</b></p>

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<p><b>*1080</b> Authorize subrecipient agreement with the Housing Authority of Portland for \$1,290,000 for the demolition of units at the Columbia Villa HOPE VI project and for the re-development of public infrastructure and provide for payment (Ordinance)  (Y-4)</p>	<p align="center"><b>177875</b></p>	
<p align="center"><b>REGULAR AGENDA</b></p> <p align="center"><b>Mayor Vera Katz</b></p> <p><b>*1081</b> Accept a \$792,713 grant from the Oregon State Police, Criminal Justice Services Division for the Police Corps (Ordinance)  (Y-4)</p>		<p align="center"><b>177878</b></p>
<p align="center"><b>Commissioner Jim Francesconi</b></p> <p><b>*1082</b> Authorize lease agreement with Nextel West Corp. for installation, operation and maintenance of telecommunication facilities at Washington Park (Second Reading Agenda 1044)  (Y-4)</p>		<p align="center"><b>177879</b> AS AMENDED</p>
<p align="center"><b>Commissioner Erik Sten</b></p> <p><b>1083</b> Request City Attorney to withdraw for reconsideration 2002-2003 Regulatory Improvement Workplan: Policy Package 1, Ordinance 177701 and direct the Bureau of Planning to return to City Council with a revised ordinance and code language for Policy Package 1 for consideration (Resolution)  <b>Motion to send the vacant lots to the Planning Commission:</b> Moved by Commissioner Sten and gaveled down by Mayor Katz after no objections.  (Y-3; N-1, Leonard)</p>		<p align="center"><b>36166</b> AS AMENDED</p>
<p><b>*1084</b> Accept a grant award of \$625,000 from the Corporation for Supportive Housing and create a position within the Bureau of Housing and Community Development (Ordinance)  (Y-4)</p>	<p align="center"><b>177880</b></p>	

At 11:30 a.m., Council recessed.

**SEPTEMBER 10, 2003**

A RECESSED MEETING OF THE COUNCIL OF THE CITY OF PORTLAND, OREGON WAS HELD THIS 10TH DAY OF SEPTEMBER, 2003 AT 2:00 P.M.

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

Commissioner Leonard arrived at 2:02 p.m.

OFFICERS IN ATTENDANCE: Susan Parsons, Assistant Clerk of the Council; Kathryn Beaumont, Senior Deputy City Attorney; and Officer Michael Frome, Sergeant at Arms.

<p><b>1085</b>    <b>TIME CERTAIN: 2:00 PM</b> – Recognize the importance of freight planning and mobility within the City, region and State, support the Portland Freight Committee and implement the Freight Master Plan (Resolution introduced by Commissioner Francesconi)</p> <p>(Y-4)</p>	<p><b>Disposition:</b></p> <p><b>36167</b></p>
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At 2:43 p.m., Council recessed.

**SEPTEMBER 11, 2003**

A RECESSED MEETING OF THE COUNCIL OF THE CITY OF PORTLAND, OREGON WAS HELD THIS 11TH DAY OF SEPTEMBER, 2003 AT 2:00 P.M.

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

Commissioner Leonard arrived at 2:08 p.m.

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

<p><b>1086 TIME CERTAIN: 2:00 PM</b> – Consider the proposal of the Housing Authority of Portland and the recommendation from the Hearings Officer for approval of Comprehensive Plan Map and Zoning Map Amendments to redevelop the Columbia Villa site located at 8908 to 9522 N Woolsey Avenue (Hearing; LU 03-118615 LDS CP ZC AD)</p> <p><b>Motion to accept the Hearings Officer recommendation and approve the proposed Comprehensive Plan and Zoning Map amendments with the condition to require future Type One Land Use Review to address T.D.M. measures in the area:</b> Moved by Commissioner Leonard and seconded by Commissioner Sten.</p> <p>(Y-4)</p>	<p align="center"><b>Disposition:</b></p> <p align="center"><b>ACCEPT HEARINGS OFFICER'S RECOMMENDATION WITH ONE CONDITION</b></p>
<p><b>*1087</b> Amend the Comprehensive Plan Map designations and change zoning designations at Columbia Villa (Ordinance; LU 03-118615 LDS CP ZC AD)</p> <p>(Y-4)</p>	<p align="center"><b>177881</b></p>

At 2:27 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.

**September 10, 2003**                      **9:30am**

**Katz:** Mayor is present, commissioner Saltzman is out on city business. Commissioner Francesconi should be here any minute. Before we start, we have -- for those who may know a piece of this story, let me show a piece of it and then invite tim grewe up to the table to introduce our guests. I think it was two years ago, two years ago? Two years. Two years ago through the organization that tim is involved with, there was a decision made that the city of Portland and the city of reyon, thailand, would have a very productive interchange of ideas, actual work product, dealing with some of the same issues that we deal with. Franchise fees, or how do we collect fees for sewers, and our water sources, and then some of the environmental remediation that both of the cities are concerned about. And how do we manage our financial picture and how do we do it here in Portland, which is a little bit more unusual than in most cities, since we do a five-year forecast. And so it was a learning experience for everybody concerned. And that's the beauty of these exchanges. We learned a lot. And reyon as well as the mayors, and we have three mayors here from three other cities in thailand, are very interested in citizen participation, and as you know, I use the joke we have 92 neighborhood associations, we give them money and they sue us. And that's citizen participation in the city of Portland. But it is a god partnership, and it's a very healthy partnership, even when it's adversarial. So this year, there was the request to see if we would be interested in expanding that relationship with three more cities in thailand, and we did. And we have guests here from the three cities. Actually we have the mayors from the three cities. So I pronounce the names well, i'm going to invite tim grewe here so that our interpreter can introduce all of the mayors and the guests. And how you say good morning -- [.

**Tim Grewe, Chief Executive Officer, Office of Management and Finance:** Like I know. Madam, why don't you come on up. The only thing i'd like to add, I think it's important to note that this program is paid for by the usaep at the federal level.

**Katz:** The acronym stands for --

**Grewe:** I'm not going to be able to give those to you.

**Katz:** Ok.

**Grewe:** And it's managed by the international city managers association, they're contracted to the federal government. So these programs are literally throughout the world in many cases in developing areas of the world, but this program is also for the first time in iraq, a team is now getting ready to go over there to work on the development of their government at the local level. So it's a fairly extensive program. With that i'm going to turn it over to madeleine. The cities represented here are three of the largest cities in thailand outside of bangkok, and are very important in thailand, both in terms of their economic contributions to the country, but also their cultural significance within thailand.

\*\*\*\*\*: Good morning. First mayor, I would like to introduce is the a mayor, in the southern part of thailand, very nice city -- the southern part of thailand, very nice city.

**Katz:** Most of you know that part of thailand when you go on holidays.

\*\*\*\*\*: That's right. And you know, it's a beach, beautiful beach, and tourist attractions, southern part of thailand. And he has staff in the director of the environmental department, and a doctor and



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his wife. They're from the same city. The next mayor, and his staff. The last one, and his staff -- staff.

**Katz:** Nice to have you here.

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

**Katz:** They're going to be here with us for a week.

**Grewe:** For the remainder of the week.

**Katz:** And then the delegation is going to visit their cities next year.

\*\*\*\*\*: And they would like to express their gratitude, they truly enjoy Portland. It's a lovely city. They learn about the tax this morning, so they kind of surprised about it, how much we can collect tax here. Thank you, mayor.

**Katz:** The mayors are up for reelection, so when the issue of taxes came up yesterday, there was some reluctance, but they know the importance of dealing with some of their environmental issues. I need to tell you that the three mayors speak english very, very well, and so I felt culturally inept. [laughter] all right. Thank you. Communications. Just for the mayors, every wednesday we have the room for five people to sign up to address us on any topic they want for three minutes. And we don't engage them in conversation, it's just, they have something to share with us, and we sit there and listen. And so we have five requests for three minutes each. So let's start with 1047.

**Katz:** Come on up, mr. Long, we missed you last week. You have three minutes. Identify yourself for the record.

**Item 1047.**

**Charles E. Long:** Charles e.Long, 420 northeast mason street, Portland. The criminal justice community relations is very important at this time, and ever since the unfortunate killing of kendra james i've been very interested and have done a lot of study in this field. I'd like to present one facet that I haven't heard anything about, and that is the residency of our police officers. 30 years ago, about -- there was quite a lot of publicity about the fact that half of the police officers do not live in the city of Portland. And I understand that at present the new police chief resides in clackamas, Oregon. And I think that it's highly desirable for police officers to be residents of Portland, to have community policing and that they can relate to the culture of Portland. And I think that the city council should make another investigation as to the present configuration of the residents of the police department and see the percentage that still do not live in Portland. Since about the 1970's, there's been a rapid increase in the suburban population, and it has grown tremendously, and it is a very desirable for many people, including the police, to live out in the suburbs. But when they live out in the suburbs, they do not -- they're not involved with the many mean orthopedic groups in our city, and I would appreciate if there would be some research on that. If the importance of the police living in the city could be addressed, this problem could be overcome. Thank you.

**Katz:** Thank you. I'm going to break my own rule, mr. Long. I think there was years ago, ben, you're going to have to help me, there was a requirement for police officers to live in the city, and it was ruled unconstitutional.

**Long:** Yes, that's what I understand.

**Katz:** You knew that. All right. Thank you. All right. 1048.

**Item 1048.**

**Katz:** Francine?

\*\*\*\*\*: Did you want to ask me the same question?

**Katz:** Just identify -- you're not a police officer.

\*\*\*\*\*: No.

**Katz:** Just your name.

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**Francine Kaufman:** Francine kaufman. I live in the city of beaverton, I used to live in Portland. The point I wanted to bring up, and I wasn't aware people just listened, because one of the other times I presented there was an interchange, and I wasn't sure whether, for example, commissioner Francesconi, when he responded to one of my points, whether that took out my -- took away from my three minutes of time. And I don't see a timer.

**Katz:** Why don't we start all over. Make your point, because it probably does take three minutes of your time. So make your point and then if commissioner --

**Kaufman:** I was -- my point was to ask a question, and that is, why is the wording from the human resources administrative rules portion that's listed on the city of Portland's official website worded the way it is? That's what I was here to find out.

**Katz:** Do you want to clarify specifically what section?

**Kaufman:** Yeah. Let's see. The -- I think it's 5.01 is the number, and it's discipline is the section, and a direct quote from that is, "refusal to obey a legitimate order or other causes in which the employee's performance or behavior will not be improved through corrective measures may justify discharge without the necessity of prior warnings or attempt at corrective discipline." that was the example that jumped out at me, and I was wondering just in general the wording of the entire city of Portland human resources administrative rules as they exist currently, as I understand it, as presented on the website. Where does the wording come from?

**Katz:** Thank you. We're not going to get -- if you -- you see the gentleman with the gray hair who introduced the -- the gentleman next to him.

**Kaufman:** Mr. Grewe.

**Katz:** No, mr. Bergman. Raise your hand. He'll answer your question.

**Kaufman:** Who is he?

**Katz:** Well, go ahead and introduce yourself and he'll tell you who he is. He's ron bergman. Ok. Bureau of general services. He'll help you.

**Kaufman:** Ok.

**Katz:** 1049.

**Item 1049.**

**Moore:** He will not be making it.

**Katz:** 1050.

**Item 1050.**

**Moore:** He will also not be making it.

**Katz:** 1051.

**Item 1051.**

**Katz:** You have three minutes, just introduce yourself for the record.

**Stephen Edlefsen:** Thank you. My name is stephen edlefsen, I come from forest grove. I was born in anaheim, california, my dad joined the army, and I got to live in germany, new jersey, I think of new jersey of where I grew up. It seems a lot like here to me. I got to live in korea for a couple years, texas for a short time, and sacramento, which made a big impact on my life. I think it prepared me for living here. I lived here about 11 years in forest grove, I currently go to school at p.c.c., i'm going to the sylvania campus. I started there for high school completion at the rock creek campus. And for a time between now and then, I went to both campuses. I studied at pacific university for -- I could call it three years, but the way it works out, time is hard to gauge. And I even attended p.s.u. For a while. I like Oregon. I like forest grove a lot. And I suppose i've come here to speak with you all because of my interest in the area and my love for it. I don't wholly like everything that's happened --

**Francesconi:** Are you applying for a job?

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**Edlefsen:** I considered that possibility. No, I don't feel I am. Perhaps I am. I don't like all the building. It seems like we lost a lot of our culture. Maybe I don't see how we've really gained culture we had that I never saw, and that I don't really want. I'm not wholly happy with the bus system. I'm not wholly happy with metro. I'm not happy with a lot of law and legislation, nor the way people follow it. Or the way people think about it. Or I might even say lack belief in it. I have a lot of things -- taxes. Last night I spoke with my sister, yesterday was my sister's birthday, and she and her friends spoke about -- I come from forest grove in the tualatin valley, so not everything I know is necessarily pertinent here in the willamette valley. Many schools are broke, and all my sisters' friends agreed, and I feel the same, considering what they've told me, a lot of money was wasted. And I don't understand the reasoning for it. It seems people could have lower taxes or the money could be saved for next year. I don't know the Portland -- that Portland has done that. Some things I don't like. Mostly I feel pretty good about what Portland is doing. I know a lot of people have moved here in the last few years. I moved here just a little before all the californians moved here. I kind of think that maybe I was different than them, I had more of the culture of here because of my family's history and my life. My -- I kind of didn't like the californians either. I don't know. It seemed like the driving did change a little, and building, and i've noticed in the last three years or so, a lot of people I meet in secretarial positions and governmental positions aren't from here and don't seem to know much about the area, and make decisions differently.

**Katz:** Your time is up. You're more than welcome to come back next week and finish your story.

**Edlefsen:** Ok. I kind of want to have horses and maybe the lights could be put on motion detectors.

**Katz:** Ok. Thank you. Consent agenda. Anybody in the audience or at the council want to eliminate or -- i'm sorry, take off a consent agenda item? Eliminate would be good too. Nope? Roll call on consent agenda.

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

**Katz:** Mayor votes aye. [gavel pounded] all right. We are at time certain, item 1052.

**Item 1052 and 1053.**

**Katz:** Do you want us to read 1053 at the same time? Go ahead.

**Ben Walters, Office of the City Attorney:** Before you get started I have several announcements to make recording the kind of hearing to be held, the order of testimony, and the guidelines for presenting item. This is a requirement of state law, this is an evidentiary hearing, this means that evidence may be -- new evidence may be submitted to council in support of arguments. The evidence may be in any form such as testimony, letters, petitions, slides, photographs, maps, or drawings. If a copy has not been given to the council clerk of the evidence, it should be given to the council clerk after testimony is finished. Any photographs, drawings, maps, or other items shown to the council during testimony should be given to the council clerk at the end of testimony to make sure that it becomes part of the record.

**Katz:** Ok. Go ahead.

**Walters:** I'm not quite finished.

**Katz:** All right. Go ahead.

**Walters:** Sorry about that. Testimony concerning the hearings officer's recommendation will be heard as follows. It will begin with a staff report from b.d.s., following the staff report the council will hear from interested persons in the following order -- the applicant will go first, after the applicant the council will hear from individuals, organizations who support the applicant's proposal. Next, the council will hear from persons or organizations who oppose the proposal. If there is testimony in opposition of the applicant's proposal, the applicant will have additional time to submit rebuttal testimony in opposition. The council may then close the hearing, deliberate, and take a vote on the hearings officer's recommendation. If the vote is a tentative vote, the council will set a

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future date for the adoption of findings and a final vote on the hearings officer's recommendations. If the council takes a final vote today, that will conclude the matter before the council. The guidelines for presenting testimony and participating in the hearing are established by the zoning code and state law and are as follows -- testimony and evidence presented must be directed toward applicable approval criteria for this review or other criteria in the comprehensive plan or zoning code which you believe are applicable to the decision. B.d.s. staff will identify the applicable approval criteria as part of their staff report to the council. Before the close of the hearing, any participant may ask for an opportunity to present additional evidence. If this kind of request is made, the council may either grant the continuance or hold the record open for at least an additional seven days to provide opportunity to submit additional evidence and the record will be held open for an additional seven days to provide opportunity to respond to that new evidence. Under state law, after the record is closed to all parties, the applicant is entitled to ask for an additional seven days to submit final written arguments before the council makes its decision. If an issue is not identified, supported by statements, or evidence sufficient to give the council the opportunity -- and parties an opportunity to respond to that issue, it may not be appealed to the land use board of appeals based on that issue. Additionally, if the applicant fails to raise constitutional or other issues relating to proposed conditions of approval with enough specificity to allow the council to respond, the applicant will be precluded from being an action for damages in circuit court to challenge the conditions of approval. Thank you for your patience.

**Katz:** Thank you. Declaration of conflicts of interest by the council members. Hearing none, declaration of ex parte contacts by council members. Hearing none, do we have any opposition on this item? Is there anybody signed up to testify on this particular item? No. Then what we'll do, we'll just hear the staff report and then there will be discussion and we'll take a vote. All right.

**Sarah Radelet, Bureau of Development Services (BDS):** Sarah, staff planner with bureau of development services. The sign is located -- the site is located within two tracts in forest heights, tract f and j. In 1998 the council approved two land use surveys which set minimum densities for the multidwelling tracts in forest heights. Both of these decisions set conditions of approval requiring a minimum of 98 units for tract f, located to the south, and a minimum of 110 units for tract j, which is located to the north. Both sites are r-2 zoning multidwelling zoning. The applicant proposes to amend these conditions of approval, approved in 1998, and transfer 20 units from tract f to tract j. This would result in a minimum of 78 units for tract f, reduced from 98, and a minimum of 130 units for tract j. Increased from 110. The process today is that in 1998, a comprehensive plan map amendment was approved for all the multidwelling tracts in forest heights. This land use review required adoption by city council. City council approved the review with conditions of approval setting the minimum densities. Any revisions to the conditions of approval requires approval by city council. Which is why the project is here today.

**Katz:** Why you're here.

**Radelet:** Tract f and tract j are located in the r-2 zone. They're both located -- they're both multidwelling tracts and both located along northwest miller road. This is a previous anticipated site plan for tract f. And in the lower southern portion was proposed to be 24 flat-style condo units. That area that was proposed for development of these 24 units is steeply sloped down to the south, and we'll see some pictures in a minute. The proposed site plan for tract f has four units down in this steeply sloped portion. All the rest of tract f has been built out. Tract j, which is the parcel receiving the 20 units of density, their current minimum density is 110 units. The proposed minimum density through this review is 130 units. The permits to build is at 140 units right now. They have issued 140 units permitted. So it really has no impact on tract j. They'll build 140 units, which does not exceed their maximum density regardless of the density transfer. This is looking at tract f. That sloped portion is the area anticipated for the four units under the proposal, and

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otherwise 24 units. This is looking back at that same area back towards miller road, again, where the proposed four units would be. This is looking towards miller road from farther up the private driveway located within tract f, and the arrows pointing to the undeveloped area which would have the four housing units. These are some examples of some of the development within tract f, which is all built out aside from these four units. And some internal driveways within tract f, mill creek. Tract f and tract j are both condo development, so they are all served by private driveways. This is looking at tract j, which is also known as brownstone, just across the miller road. These buildings are still under construction. Much of it has already been constructed and is completed. The hearings officer recommended approval to transfer the 20 units from tract f to j, and with that, to modify conditions of approval of a 1998 case and 1997 case to allow minimum of 78 units for tract f and a minimum of 130 unit for tract j. The options before the city council today are to accept the hearings officer's recommendation and approve the proposed comprehensive plan map amendment and planned unit development amendment with conditions. Accept the hearings officer's recommendation for approval, but include modifications, such as delete or add conditions of approval. Or to reject the hearings officer's recommendation and deny the proposal.

**Katz:** Ok. Thank you. Let's put the lights on. All right. There is nobody to testify on this item? Council discussion?

**Francesconi:** I move we accept the -- adopt the hearings officer's findings.

**Katz:** With the conditions of --

**Francesconi:** The whole -- with the conditions.

**Katz:** Ok. Do I hear a second?

**Sten:** Second.

**Katz:** Roll call.

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

**Katz:** Mayor votes aye. [gavel pounded] thank you. 1053.

**Item 1053.**

**Katz:** Anybody want to testify on this? Roll call.

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

**Katz:** Mayor votes aye. [gavel pounded] thank you. All right. We have some guests here, let's read 1054.

**Item 1054.**

**Katz:** Let me -- as our guests come on up, I want to introduce this very innovative program. Online, on demand crime analysis training, and I think it's fair to say this is the first kind in the country. And it's a partnership between two communities, and we have the chiefs and the mayor of the communities here, and let me introduce them. As you all know, we have our own chief, chief foxworth, mayor jim bernard from the city of milwaukie, and chief larry kansler from the milwaukie police department, and he was with the Portland police bureau as well.

**\*\*\*\*\*:** Yes, I was.

**Katz:** And then we have officer nelson.

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

**Katz:** Ok. And --

**Diane Connett, Dean, Clackamas Community College:** Diane conette, clackamas community college.

**Katz:** Dean diane conette, who will describe the partnership. So let me start with the chief.

**Derrick Foxworth, Chief of Police, Portland Police Bureau (PPB):** Good morning, mayor, members of city council. Commissioner leonard, Francesconi, and Sten. We're here this morning to announce a very exciting program that I personally am very excited about, and we want to share with you some of the information about what this program means to us and talk to you about some

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of the partners that are also involved in it. But let me first share with you a first light. Is there some way to dim the lights?

**Katz:** She'll do it.

**Foxworth:** There we go. We're here to talk about our web-based crime analysis classes, which is a neighborhood problem-solving tool. Let me first share with you our community policing goals and our community goals. Our first goal is to reduce crime in the fear -- and the fear of crime. Our second community goal is to improve the quality of life in neighborhoods, and our third community goal is to improve the community and the police partnerships. We also have three organizational goals, which are to develop and encourage personnel, obtain and make effective use of technology and equipment, and continuously improve our work processes. And this program meets each one of those goals. The web-based crime analysis introduction, crime analysis is a valuable tool in community policing and neighborhood problem solving. Let me explain a little bit about that. With the crime analysis, if you don't know where the hot spots are, if you don't know where the problems are occurring, and you cannot develop specific tragedies, you cannot identify the partners, you need to be involved in those problem-solving efforts. So with crime analysis, it's part of the process that we use to reduce crime and the fear of crime. Budgets and scheduling can make outside training very difficult. And it's been my experience that there are times when you have turnover with our crime analysis in the Portland police bureau, it's very hard to find a set block of time during a particular week or particular sets of days where officers can attend crime analysis training. And with this web-based crime analysis, it's going to make it very easy for officers to merely dial up to the internet and to sign on and to complete the course. And they can do this on their time when it's convenient for them. The solution is an innovative approach for law enforcement, web-based crime analysis instruction. The approach itself uses the existing infrastructure of community college, and the result is an internet-based, on-demand, and on-site instruction to the crime analyst. Our partners who are participating in this with us obviously the Portland police bureau, the city of milwaukie police department, clackamas community college, and specifically the criminal justice department. I'd like to share with you six key points about the web-based crime analysis program. Number 1, it supports our community policing efforts. Crime analysis supports our problem-solving, again, meaning that unless you know where the hot spots are, unless you know where the problems are, you really cannot begin to focus on where resources need to be deployed to deal with those issues. Number 2, it improves our bureau training options. We have a requirement in the Portland police bureau that we like to have all our crime analysts receive consistent training, so that they're prepared to do the job that we ask them to do. And this panel will meet that need. They can do the training for any time during their shift, so if there's an unexpected occurrence that takes place and they're not able to do it during a set time, they can always do it first thing in the morning, in the middle of the day, or at the end of their shift as well. The third key point is that it's community based. We're partnering with the city of milwaukie and the clackamas community college, and that also -- it's the development of future trained analysts. This will be available to any other college student and most likely I would imagine those interested in a career in law enforcement. Those that are signed up in a criminal justice program. This is innovative. This is something that hasn't been done before. It's a wonderful idea. People who take this course will be able to obtain college credit for it, and it will also be the credits that they do obtain will be applicable towards other degrees. The fifth point is it's cost effective. There's no travel cost, they don't have to travel out of town to attend the training. The cost itself is less than \$100. To participate in the training for this program. And the expense itself is also shared with other agencies. And the sixth key point, and final one, it provides a strong foundation for future success. It allows for expansion of classes for additional topics, other law enforcement-related topics, and develops personnel for greater problem-solving abilities. I'd like to show you now a copy or just a webpage itself of a crime -- if a crime analyst

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were to sign on to the internet, this would be the home page that would come up. As you can see, there are different topics that they would click on to begin their training. Now, the first series of classes that will be offered include an introduction to crime analysis, introduction to crime mapping, statistics for crime analysts, crime analysis through statistical analysis, crime analysis through modus operandi. And i'm sure officer nelson will be able to explain what each one of those classes will include if you have question. The next slide show is a typical class. When an officer or student were to sign on, this is what the -- this is what would come up on their computer, and it shows a welcome introduction screen, and it talks about the class itself and the topics that will be covered. The next slide is an example of a crime mapping, and this particular map is a -- I know mayor, you've seen this before, this is a map of shots fired, shots called during the month of july 2003. And this is the type of analysis that they'll be able to produce. This is the type of map they'll be able to produce. And when you look at this, your eyes are immediately drawn to certain sections of the city, and you start to ask yourself specific questions as to what's contributing to that particular increase or that particular number of shootings in that area. And that's the type of discussion that needs to take place, and that will take place once we get this type of information. And it's shared with the precincts and the officers who are working in the neighborhoods. The second slide also shows --

**Francesconi:** This is new information?

**Foxworth:** We have this information, but this is an example that any person who attends this type of class will be able to produce. And we have different skill levels in the precincts with crime analysis, because we have analyst that's go on leaves, get promoted, and it's difficult sometimes to get them to a certain level of training so they can produce this type of information for each of the precinct commanders. So we're excited we'll be able to produce consistent training, they'll be able to do it in a short period of time and make this available to folks working in neighborhoods. The second example just shows a map of burglaries in southeast Portland. Again, an example the type of information that they'll be able to produce and share with members of those in the precincts. This is our last slide. This is the acknowledgment of those who have been involved in this particular endeavor. Clackamas community college, city of milwaukie, the chief, and the Portland police bureau.

**Katz:** Thank you, chief. Dean conette, you're next.

**Connett:** Thank you. We just wanted to say a few words from clackamas community college. Our mission statement at the college talks about providing opportunities for success for responsive education. And we feel like partnerships such as demonstrated here today really are prime examples of that kind of mission statement. We are excited because this partnership uses expertise for our students who will become your future police officers, using expertise to continuously upgrade the education and training existing personnel, and really be a model for the nation about how to provide training in very unique and different kinds of ways. So I just wanted to say that this is kind of a long line of partnerships that we're hoping that we will conclude. We have partnerships with fema and the u.s. Coast guard, and now we're very pleased the milwaukie police and the Portland police are also joining our efforts.

**Katz:** Thank you, dean, Mayor nice to have you here.

**Jim Bernard, Mayor, City of Milwaukie:** Nice to be here. This agreement i'm really excited about. It's an historic agreement between the city of milwaukie and the city of Portland. All police departments throughout the country are experiencing budget crises, and crises like this create innovation and this program is just one of the many innovations that our department and your department are looking toward. Very proud of our chief's effort, and the steps he's taken to create this partnership, and training is essential in the crime analysis, and the partnership agreement we sign today is critical to the protection of our citizens. Today the city of Portland, city of milwaukie

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has created a partnership that i'm sure will be seen as a model for the region and the country, and i'm sure there are many other opportunities to partner. I look forward to working with the city of Portland and thank you for your time.

**Katz:** Thank you, mayor. Chief?

**Larry Kanzler, Chief, Milwaukie Police Department:** Mayor, members of city council. It truly is a historic event, because we're your southern boundary. We need to hold up our end of the bargain of public safety in order to make your residents safe also. It flows from one community to the other, and crime doesn't show or doesn't demonstrate respect for boundaries. It brings the tools down to the user level, and we've gone to a geo-based policing program about three years ago, which allows this technology to be placed in the user -- down to the user level. The officers will actually be able to be their own crime analysts, be able to draw the information to solve problems in the communities they serve. I'm very proud to be part of this process.

**Katz:** Thank you. Thank you, ladies and gentlemen. Questions by the council? Anybody want to testify? If not, we're going to -- because we have four of our guests here, we're going to sign the agreement right now, right this minute. Right after our vote. Did you want to testify?

\*\*\*\*\*: No, ma'am.

**Katz:** Ok. Roll call.

**Francesconi:** Well, this is a terrific thing, and it's great to have regional cooperation on something as important as public safety. We've had it on transportation issues and light rail and some other things, so we are coming together as a region, but we appreciate your help with us, and just the two points that chief foxworth mentioned, he mentioned six, but the idea of using this tool and the added expertise and regional cooperation to advance community policing, and to improve the bureau's training options are actually terrific things. And so I complement the mayor and all of you. While you have you, chief, have you two officers, one by the name of sara taylor, the other by the name of mike sadly. Who I went on a ridalong with them, and these are terrific officers. I have to tell you. Mike stradley. I can't tell you how impressed I was with how they do their job. I wanted to pass that along and say it publicly. On this report I vote aye.

**Leonard:** I too really appreciate regional approaches to government at all levels, but especially public safety, so this is very smart government, and smart police work, and I appreciate it. Aye.

**Sten:** Thanks to all of you. Good to see you, mayor. We were talking in a different venue this morning that the actual -- 27 different cities in the region, but the actual jurisdiction right now is a region, so we've got to do this together, and it's a -- it's a terrific place, and it's nice to see chief foxworth on a noncontroversial issue. Aye.

**Katz:** Thank you all for this. Chief foxworth knows i'm a crime data junkie. Whenever we get information and I have a group that I meet every other friday how to deal with gang issues, I just keep harping on, what about this? Can you run this? Can you do another overlay? Do we have g.i.s. information to see how many drug houses we have in this particular place? And where are the liquor establishments? And on and on and on. And so this is very exciting, and I hope maybe that even I can find a little bit of time to be certified as a crime analyst, maybe then i'll have a little bit more credibility with the officers who know far more than I do. I'm happy to vote aye. [gavel pounded] all right. Y'all have pens? I have pens for you. All right.

**Katz:** Thank you, everybody, and good luck. Thank you for making us smart. All right. I need another body. We're going to -- what we're going to do, we have a 10:40 time certain. We're going to hold off on that and we're going to go to regular agenda. First one is an ordinance.

**Katz:** Let's take 1082.

**Item 1082.**

**Moore:** This is commissioner Francesconi's and they want to amend this. This is the nextel, the towers. The telecommunications facility.



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**Katz:** It's not really a second --

**Moore:** Right. They want to try to amend it.

**Katz:** Let's get commissioner Francesconi here. We can do 1081. Let's do 1081 and then we'll rehear 1082, which is not a second reading, it's -- we brought it back. 1081.

**Item 1081.**

**Katz:** Ok. Donna, did you want to come up?

**Donna Henderson, Captain, PPB:** Good morning. Donna Henderson, captain with the Portland police bureau, the director of the Oregon police corps. I'm here to answer any questions you might have about this.

**Katz:** This is -- since we started this in 1996, one of the few states --

**Henderson:** One of the six states as a pilot project.

**Katz:** Ok. And this is a continuation.

**Henderson:** This is just a continuation.

**Katz:** Does council have any questions? Anybody in the audience want to testify? Thank you, donna. Roll call.

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

**Katz:** Mayor votes aye. [gavel pounded] thank you. 1082.

**Item 1082.**

**Katz:** So this is an emergency.

**Moore:** It was amended to take off the emergency last week.

**Katz:** You're --

**Moore:** They want to amend it back to an emergency.

Could you go all right. I'll need to know whether everybody is on board before I do that.

**Francesconi:** I've done a little work on this. So we should put it back on.

**Katz:** Put the emergency back on?

**Francesconi:** Right.

**Katz:** All right. Do I hear a motion or any objections?

**Francesconi:** I'll move.

**Katz:** All right. [gavel pounded] so ordered. Emergency is back on.

**Susan Hathaway-Marxer, Property Manager, Parks and Recreation:** Good morning. My name is Susan Hathaway, I'm the property manager for city of Portland parks and recreation. And I'm here to seek your approval for authorization of a lease agreement with Nextel for nonpark use of park property at the tell -- at the -- they wish to install a telecommunications facility on the back of the children's museum building at Washington park. I think you've seen it before, so if you have any questions I'd be more than happy to answer them. The parks bureau is eager to have this go forward with this lease agreement, and Nextel has provided a list of reasons why they believe the -- why they wish it to basically come back as an emergency. They are looking to meet their obligations under the 1996 telecommunications act, and they have customers, including the city of Portland, Multnomah county, and Odot, who need and use their services on highway 26 area that this facility would serve.

**Leonard:** I just would make a point. I didn't support this last week, and after discussions with commissioner Francesconi, the issues here aren't precisely my concern. And here are my concerns. I don't know if you're the appropriate person or who in the city is. I understand the city policy is where with you these cell phone towers, to have as many of the companies colocate their technology on one tower as possible. That is not what is happening. If you drive through Portland particularly east Portland, and I've asked commissioner Francesconi to arrange for me whoever it is I need to ride with to point these out to, if they're unaware, you have these towers, three within a block radius of each other. And what I don't want to see happen is in Portland have cell phone

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towers sprout up throughout the city, throughout neighborhoods without any attempt to colocate different companies' technology on one tower. And we may have a policy that says that's what's supposed to happen, that is not what's happening. And that's through personal observations I have made since this issue first came on my radar some months back when we had a hearing on it. So I will support this because this isn't a tower, it's an antenna, but I am really concerned about this proliferation of these structures throughout Portland's neighborhoods.

**Francesconi:** I appreciate commissioner Leonard doing this. He's also aware that this is an emergency clause, and this is different in the sense that we're talking about there's already two antennas, and this is another one right near it, 10 feet in height, not these towers that commissioner Leonard is concerned about. So I appreciate his willingness to support this. But having said that, it's an issue that's come back repeatedly, it's been a little divisive and a little confusing for the council. It's not parks that's in charge of this, but Terry is sitting there, and I frankly don't know enough about how we handle these. But it is an issue we need to explore, so if the right people could go see commissioner Leonard and then we can talk about how to colocate, but that's different from this particular case.

**Hathaway-Marxer:** This has -- is actually considered a colocation by the industry because there's -- Verizon is already up there.

**Katz:** All right. Everybody knows that I usually don't vote on these, but this is an antenna. It's not a tower.

**Hathaway-Marxer:** Correct.

**Katz:** All right. And it's an emergency ordinance. All right. Anybody else want to testify on this? Come on up. You have three minutes. Sit down. You have three minutes. Identify yourself for the record.

**Stephen Edlefsen:** My name is Stephen Edlefsen. It seems like a simple thing they could just colocate. Maybe this is a, get it into the government, get it talked about type of thing. It doesn't seem like a necessary thing or a good thing, that's why I'm opposed to it. I don't know enough about it. I wish they'd talk about it. Maybe they talked about it before I got to hear it. I don't have anything else to say, but I kind of don't like it and it seems like it's a simple thing to solve.

**Katz:** Thank you. All right. Anybody else? Roll call.

**Francesconi:** The only other thing I want to say is, if public and you, sir, are wondering why parks is doing this, it's because we're trying to make some money. And we're trying to make some money, \$26,000 in this case, so that we don't have to just do it all with tax dollars. So we're trying to use our property in a way that doesn't hurt folks, which this doesn't, but generates some revenue so we don't have to all do it with fees and tax dollars. Aye.

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

**Katz:** Aye. [gavel pounded] all right. 1084. Let's jump to 1084.

**Item 1084.**

**Sten:** We'll be really -- relatively brief, but this is very good news, the bureau and the city were successful, and I thank the mayor and county chair Dianne Linn and a whole team of players who helped us with this grant application, but we want -- we won a very, very competitive grant for the corporation for support of housing for \$625,000, and actually this is a grant that you actually rarely see these days, because we don't always kind of hold planning in high regard. But this is actually a very large grant to allow us to spend money that we really couldn't pull given the economy and given the services that are necessary. We are fighting to hard -- so hard to do homeless service and other pieces, to take a lot of money out of direct services to citizens and do planning would be a movie couldn't make. But it's really needed. It's been a long time as Mayor Katz pointed out in her state of the city speech this year, since we've really comprehensively updated our strategies for homelessness, and I think it's one of those things I'm very proud of our efforts, but I think it only

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takes a set of eyes to know that despite our goodwill and good intentions, we're a long, long way from having a system that meets the needs of the homeless in this community, and our ultimate goal is to -- and we're framing this effort to end the institution of homelessness, and i'm saying that somewhat carefully because I don't think realistically, although i'd love to say this, it's a 10-year plan we're working on that we're going to end homelessness in 10 years, but to some extent homelessness has become institutionally -- institutionalized in part because -- we think -- this is I think the beginnings we're on, the corporation for supportive housing wanted to join with us on, we think there may be better ways, and it's not so much a matter of what we're doing is wrong, it's that as the homeless epidemic has drug on to his second or third decade, you look at, let's change how we're doing some pieces. So we're going to focus on trying to move people more quickly into housing, and that demands more permanent housing. Another is more prevention work to get people not to become homeless by seeing things beforehand, and better link to services, because I think one of the things -- we're -- we're past this notion as a community, but trying to implement it is critical. Basically people are not homeless because they don't have a home, that's the symptom. They're homeless because either economic dislocation, if it's short-term and what they need is work is one issue, if it has to do is substance abuse, mental illness, to solve homelessness need to be directed into services, and to empowerment opportunity, whether it's economic or other issues. And so the idea is to try and get our system to work more aggressively, to get other partners that are in the community working on these issues, because there's so many resources out there, and if the issue is employment or drug abuse or something else, we ought to be dealing with the groups that have resources in those areas. And I wouldn't say we're not, i'm saying we need to get to the next level of performance. And this is just an incredible opportunity to have an outside funder come in and say, we think actually Portland and Multnomah county have the potential to get to the next step on these issues, and we're going to invest a whole lot of money in doing it. So i'm very proud of the work. They heather led this effort to get this grant, and I can't underscore how difficult that is. We really need to become one of the city's -- cities that's really getting to the neck level on these issues and trying to -- I think we do a decent job, not a grit job, a decent job of addressing the symptoms of homelessness and the issue here is how do we get at the cause. So with that, heather, thank you.

\*\*\*\*\*: Thanks. I'm really happy to bring --

**Katz:** Identify yourself for the record.

**Heather Lyons, Bureau of Housing and Community Development:** Heather Lyons with the bureau of housing and community development. I'm happy to bring this before you. We received \$625,000 from the corporation for supportive housing and the Robert Wood Johnson Foundation. We're one of seven areas that received this award, and it was a highly competitive process. So we should all be pleased. We didn't do this alone. We did this in cooperation with Multnomah County and with other partners in the community, including the housing authority, including a number of nonprofit agencies, and all with the interest of developing permanent supportive housing to be able to house the hardest to house, which is what we consider the chronically homeless people. People who have been homeless for the longest periods of time, which is one of our strategies for the 10-year plan, to end the institution of homelessness. So while this is a grant to do planning, it's also a grant to get to the point of implementing systems change, to bring together funding and resources, and the entities that have control over those resources to be able to develop 400 new units of permanent supportive housing, so there are concrete results that will come out of this effort, and we're really looking forward to that. I have some information. Based on some counts that we've done locally, we think that there is just under 1,100 people who are chronically homeless who are on the streets at any given time. So 400 units will just really make a dent into it, but we think it's certainly something that we need to work at aggressively. The other thing we know is based on research in other cities, it's much more expensive to keep somebody homeless than it is to try to end

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his or her homelessness and in new york, they commissioned a study where they found that it cost over \$40,000 a year for people who were in and out of shelters, in and out of hospitals and in and out of jails. That same person with the same needs could be housed in permanent housing for just under \$28,000 a year. So it makes sense financially, it makes sense humanely, and we think this is a good step, and we look forward to keeping you updated as we move forward with this process.

**Katz:** Thank you. Anybody else want to testify? Roll call.

**Francesconi:** Just one question, if that's all right, mayor. In the planning side s. There also going to involve including the private sector in this and trying to get --

**Lyons:** Yes, absolutely. We've had discussions with the citizen's crime commission and the business alliance about engaging private partnership in this.

**Francesconi:** That's good.

**Katz:** All right. Roll call.

**Francesconi:** This is terrific. Commissioner Sten, you're right, using precious housing resources and not focusing it on the product that would end homelessness would not be right. But going out and getting a grant to do planning, which is essential, is terrific. So this is great work, commissioner Sten, and the bureau. So you are really to be commended for this.

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

**Francesconi:** And I like the fact that you're going to try to reach out, because we're going to have to get private sector resources into this. My last and final comment is that it would sure be nice for the federal government to also put some money, more money into housing, especially at zero to 30%. The planning is good and we appreciate the help from the federal government, but we need more resources from reordered federal priorities as well. But you know that better than I. Aye.

**Leonard:** Aye.

**Sten:** Thanks. Aye.

**Katz:** I think the timing of all of this was just right. You applied for the grant, we talked about the 10 -- another homeless study after the 10 years, and the county is working with the school district and we're getting this information through the progress board that they want to realign their social services to clusters of schools. And to make that link between the schools and their social services. This is -- I could see that this could be another addition to that, is how do you realign the social services that the county provides for the homeless within whatever planning units you can see -- you conceive of during your planning process, because i'm not sure I clearly understand how you're going to do the planning process, but i'm sure you're going to look at it through geographic opportunities and look at the maps and make some determination how you're going to deliver the services and who's going to be responsible, and where you're going to put the 400 units. So that is very, very exciting. Let me just say something, because this has been another issue that has come up. We do a lot of providing services for homeless and for social services for residents not only here in Portland, but also residents within the region. So if somebody has a homeless issue or a mental health issue, or a health issue and lives outside of the city of Portland, they come to the city of Portland for those services. And no money comes with it. So that's a whole other discussion about how we begin to tie those services with the region. We had a conversation just a few minutes ago about the region, so this is another way. Just thinking -- lifting the bar a little bit higher, not for you necessarily, but as you begin to plan this, think about those issues as well. Aye. Good work. [gavel pounded] all right. I think it's close enough to 10:40. I'll move very slowly. Let's take 1055.

**Katz:** All right.

**Item 1055.**

**Barbara Sack, Bureau of Planning:** I'm barbara sack from the bureau of planning, and I have asked ken martin, our annexation consultant to join me here for this presentation.

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**Katz:** Ok.

**Sack:** I'm here to present the planning commission's recommendation on establishing an expedited review process for uncontested annexations in service extensions. As you may know, the bureau of planning has acquired the annexation function from the office of management and finance in July 2002. And one of the tasks that we have taken on is processing annexations in extraterritorial extensions of water and sewer services. These are minor boundary changes. Right now the city is not initiating any annexations, and most of these petitions come from single property owners. As do requests for extensions of water and sewer service, where annexation is not possible in the near future because their properties are not contiguous with the city boundary. Generally, property owners initiating these requests must be located in the city of Portland's urban services boundary. And I have a map, Ken will get it. The areas we're talking about when we're setting up this expedited process are just the areas that are outside the city limits and within the urban services boundary. Property owners will be able to use this process if we set it up, only in the areas that you see in the map. So this is not something that affects a really large area. Processing annexations and boundary changes is governed by state law and metro code. There's very little in our city code about them. These changes must be found to be in accordance with the jurisdiction's comprehensive plan. And there are two comprehensive plan policies that govern annexation and extraterritorial extensions of services. These are urban development, policy 2.3 annexation, which states that the city should phase its annexation program to allow for the incorporation of urban and urbanizable land in a manner that is consistent with the comprehensive plan and the urban growth boundary as administered by metro. It also states that annexations outside of urban services boundary, the area in purple, will not be accepted. Our public facilities policy service responsibility states that outside the boundaries of its incorporation, the city's role as principal provider of urban services within the city's USB shall be acknowledged. Now, in 1997, the Oregon legislature directed metro to establish criteria that will be used by all cities within the metro boundary for boundary changes. Metro has done so by the adoption of metro code section 3.09, local government boundary changes. This is the chapter that sets out the requirements for petitions, notices, hearings, findings, and appeal. And also included in this section are provisions that allow a local government to establish an expedited review process. Sections 3.09.045 expedited decisions allows an expedited process for uncontested minor boundary changes. And this process can be established by a passage of an ordinance by city council, and we have brought you the recommended ordinance. Some of the features of the expedited process include people can only make use of this process if these cases are uncontested. These requests must have the consent of 100 percent of the property owners and 50% of the electors if there's any in the particular territory. If a necessary party objects and a necessary party is defined as a local government or an urban service provider, then this process can't be used. One advantage of this process is that a shorter notice period is allowed. This is a 20-day instead of a 45-day notice of these cases. However, when we went to planning commission, the planning commission recommended that the regular notice time of 45 days be kept for the expedited process. This is so that neighborhood associations which only meet monthly, would have adequate time to review the -- these requests. We think this extension of time is fine, and doesn't take away from the desirability of adopting this process. A second feature of the expedited process is that a report on the boundary change may be made available to the public closer to the date set for the decision. This would be seven instead of 15 days. Lastly, no public hearing is required on those cases. Currently a public hearing is held on every service extension and annexation case. And this includes a staff presentation and does take up time on the council calendar. Under the expedited review process, these cases could be placed on your consent calendar. The primary reason to adopt this process is it will allow the processing of property owner initiated annexations and service extensions on a shorter time line. Property owners will be able to

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use this process to annex to the city and have services extended if they're within the city's urban services boundary. Currently these cases have been heard by city council only several times a year.

These cases are usually bundled and heard several at a time to save council and staff processing time. This means that if a property owner calls you up and says, when can I annex, how long will it take, it might be a year. It might be quite a while. So we find that establishing an expedited process will facilitate the processing of these cases, and we also believe that it supports several comprehensive plan goals which calls for providing services to all the areas within our urban services boundary. So we recommend that you adopt the ordinance that establishes this process.

**Katz:** Let me just -- in your -- in the ordinance you don't -- don't we need an amendment on point three?

**Sack:** It should already have been amended.

**Katz:** No, it's amended in the council -- all right. Did you have an amendment on this?

**Moore:** I didn't.

**Katz:** Is this the amendment you're talking about? This is not an amendment, this is -- looks like a piece of paper --

**Sack:** In the ordinance, we drafted the ordinance that we sent on to council after the planning commission hearing.

**Katz:** So let's --

**Sack:** We included the recommendation, and it's in point five.

**Katz:** Ok.

**Sack:** So we're going to keep it --

**Katz:** The problem is, in three have you establishment of an expedited -- shorter notification, 20 instead -- ok, then you changed it -- ok. That's fine. I just wanted to make sure we're consistent.

All right. Questions by council? Anybody want to testify? Linda, come on up.

**Linda Bauer:** Linda bauer. Pleasant valley. I have a couple of questions. When barbara explained the process, she said the process couldn't be used unless 100% of the people were in favor. And yet the ordinance goes on to say that only the jurisdictions can object. So i'm not clear on how if there -- if 100% of the property owners don't agree, how it can go forward if they're not allowed to say. And is that red area -- she said only the purple parts. The red area is also within our urban service boundary. Is that affected or is it not?

**Katz:** Ok.

**Bauer:** Thank you very much.

**Katz:** I was going to ask her that -- at least one of the two, the same question. Anybody else want to testify? One second. Do you want to testify, sir? You don't need to testify on every item.

**\*\*\*\*\*:** No, no. I won't.

**Katz:** Good. Go ahead. Identify yourself by name.

**Edlefsen:** My name is stephen edlefsen. This doesn't seem necessary to me. I heard a lot of empty words and statements to promote a lot of beliefs and actions which don't seem related. I think that's all I have to say.

**Katz:** Ok. Thank you. Barbara, come on up. The question was, is this just between jurisdictions? Or is the public involved in making some of those decisions in terms of contesting?

**Bauer:** I think what linda was talking about, property owners, when we're talking about you need the consent of 100% of the property owners, it's the property owners that own land where they're asking for the annexation. To use this process all of them would have to agree. Generally what we have seen in the last few years is single property owners with one property they want to annex. So - - and they're initiating the annexation cases. Property owners are not necessary parties. Necessary parties are local governments in urban services -- and urban services providers. If somebody want add service extension or wanted to annex and there was some particular problem with providing the

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service, then perhaps the necessary party would object. But the necessary parties and the property owners are different.

**Katz:** All right. Let's just be very clear. If the government -- if Portland wanted to annex one of those purple areas, the entire purple areas, this would not apply.

**Sack:** If all the property owners agreed, potentially you could use an expedited process. But this --

**Katz:** But that was Linda's point. You would have to, under those cases, have all the property owners agree.

**Sack:** Right. No one could object.

**Katz:** And she asked a question about the red mark.

**Sack:** The red mark I believe is the urban growth boundary. It's not the -- the urban seven's boundary. In areas in purple, the city has already done planning for these areas and have decided pretty much of these are areas we want to bring into the city eventually. There's even some areas that are in purple that, you know, have zoning applied by the community plans.

**Katz:** Ok. Further questions? This will pass on to second. All right. Let's go back -- let's go on to regular council. We're at 1083. Our favorite subject.

**Item 1083.**

**Katz:** If you recall, this was an issue that the council itself was divided on, and after we made our decision as a council, though it was a divided decision, commissioner Sten wanted -- and actually spoke up at one of the hearings about trying to find some other way of resolving this issue before it goes up to Luba. So he tried and he was successful, and we have this resolution in front of us, and I'll now turn it over to him.

**Sten:** Thanks, Mayor. I hope to be successful I guess I'd say. This is a proposal at this point. This whole issue of skinny lots has been very contentious, and I think appropriately so. There's many neighborhoods that care a lot about this and I have been a person who -- I won't go on and on, because we've had these discussions -- likes the idea of allowing some smaller lots, I think there's a role for new development, and I think there's ways to do it. I've been persuaded of many things, and I've never quite felt like given all of the arguments on both sides that we've got the best possible package in front of us as opposed to, did we get it right or wrong. And I've been persuaded over time of several things, and one thing I think is very obvious, that it's not a good situation or productive one to have neighborhoods suing us at Luba and spending all your precious time raising money. And I believe the lawsuit will not get settled for a very long time, and I'm interested in trying to avoid that for all of our sakes. I am persuaded and have been as I've listened and talked with many of you many times over the course of these several votes that although I do have an interest in the smaller lots, I think the way in which they appear in our city is quite random because of the old plats. And there's been -- we've had a lot of debates about, is this about filling in the -- fill in the blank, whether it's planning, affordable housing, all sorts of things. Clearly to me it is -- what everyone might think about the product, the way in which it would appear, it is appearing in these neighborhoods is based on historical accident in all likelihood. Whether it's a loophole or something that's been there for over a decade, and is there for part of the code, it depends on how you view the elephant, I guess. But what I would like to do at this point, and what this -- this request is, I want to describe the process, is asking the city attorney to withdraw the item from Luba.

We would formally ask Luba to give us a chance to reconsider it. It would be a few steps to put together a package, but the package I'm proposing is to reconsider the decision on the skinny lots, and then work with the planning bureau and the planning commission to bring back in a couple of phases a series of changes to the code that I think while they may not be exactly perfect for everyone, would meet the intent of both sides. And my goal is to try and find a way, and I think it's been everyone's goal all along on the council, although we've all been in different positions on this,

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to allow -- to allow innovative developments, to allow smaller lots. What i'm trying to do with this package is to allow it in a predictable fashion and in an even-handed fashion citywide so it's more a sense of these are places that make sense. So some of the things I think actually are pretty obvious good ideas, and I think I have spoken with the home builders, and they're interested in these ideas. Of course they'd be interested in these ideas and keeping the current approach, but that's not what's on the table. But one piece is -- we can walk through these today, but we will be in greater detail in the months ahead. Today all i'm asking for is reconsideration, so we won't be voting on these today, but it's to allow detached housing and to -- in r2 and r2.5 zones. It is not really legal to do detached housing in the zones where that density is allowed. It is ironic that the skinny lot allows that to happen in r5 zones, but not in r2.5 zones. That seems like a winner. We -- i'm looking at the issue of lot size averaging, which is a technical issue, but would allow in places where there is vacant land in r5 zones the builders a little more room to put more units in. And one of the -- i'm very supportive of the idea of continuing to allow the type of development on vacant plats. That's something i've heard from neighbors that we'd like to have more discussion on, and i'm open to trying to frame how we do the discussion on that. But I think that makes sense, and so it would be a package. A couple other things around duplexes and triplexes and asking the planning bureau to speed up the work they're doing on the accessory unit report, which is due back this fall, so the idea would be to try and building on the approach that I think commissioner leonard was making very good faith on the design standards to try and get units that fit into the neighborhoods essentially back off of this approach and try a different citywide approach, and say, I think this would be a much better approach, and I -- there's -- I think there's been frustration on all sides. I've certainly been frustrated, and my hope is this is a way to address the neighborhoods' very, very clear concerns, get a better package in front of the council and see if we can't move forward on to the next discussion and put this one behind us. So I am glad to bring this forward, mayor, and be looking forward to testimony and seeing if we can't -- i'm not going to say get it right, but adapt and get it a little better.

**Katz:** Ok. Let's open it up for testimony.

**Moore:** Come up three at a time.

**Katz:** Amanda and bonnie, are you going to testify? Oh, ok.

**George M. Bruender:** My name is george bruender, 2414 ne highland. I represent concordia neighborhood association, the board, and its membership. I also represent myself as a member of friends of neighborhood zoning, both of which helped -- or which filed the appeal with luba. Last evening the concordia land use committee and concordia general membership met, and we would like to thank mr. Sten and the council for their timely reconsideration of this split lot issue. We strongly support the 3,000 square foot minimum for lots zoned r-5. We're also passing along the suggestion to separate the vacant lot provision and send it to city planning for their input. And for public input also. We hope to see a consistent vacant lot provision developed that covers a whole city, and not just one tailored solely for our particular situation. Our one concern that we heard at last night's meeting was what happens in the interim between these hearings and the implementation of any resolutions? The residents seem quite concerned that the tear-downs of viable affordable family homes will continue and may actually increase in the interim. We ask the council to address these fears.

**Bob Ueland:** My name is bob ueland, 4122 northeast broadway. I'm here today as a representative from central northeast neighbors coalition, and also i'm on their land use committee. The hollywood neighborhood association and the hollywood development corporation. All these folks asked me to say to you, thank you, for reconsideration. I would also like to piggyback on the idea of sending the vacant lot provision to the planning commission. Your -- the council process, which you voted on, was an impact assessment process, and it says that new regulations before adoption



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by the council should be given due consideration, and I think public review. So my concern -- I respectively think that again, you might be subject to criticism if you don't send that part of it to the planning commission. And then get back their recommendation. Also, maybe an emergency ordinance on the -- when you vote on the -- when you vote on it would help this concern about the tear-downs and their pace. Thank you.

**Tracy Ballew:** My name is Tracy Ballew, I'm speaking as a homeowner, a Roseway board member and a FONZ participant. I too wholeheartedly support the lot minimums in the R5 zone. And I have had a chance to study a map showing Roseway's vacant lots, and if it was just Roseway, I could even support the vacant lot compromise. However, out of respect to my neighbors in, say, Woodstock and Arbor Lodge, I respectfully ask that the vacant lot issue be referred to the planning commission so that they may bear the burden of listening to any concerns my other neighbors may have regarding the vacant lot issue. And thank you for reconsidering this.

**Katz:** Thank you.

**Mary Dorman:** Good morning my name is Mary Dorman. I reside at 6131 NE Alameda in Portland. I'm the land use chair for the Rose City Park neighborhood association. We were one of the three that appealed the earlier decision. Again I just want to reiterate our thanks we really appreciate your reconsideration and opening this up for a broader citywide review of a number of different approaches to take. Our board did recommend the minimum 3000 square foot lot size. I assume it also includes the 36 foot lot widths that was in the original package. Just yesterday the planning department prepared a G.I.S. map for me that shows the vacant lots in our neighborhood, so we have not had the chance to go out and research how many of those there are. And again, would request that we have an opportunity to do that and assess that impact. But strongly supportive. And I think you'll find we're reasonable. We will work with you to try to find some good and creative approaches here. Thanks again.

**Kathleen Concannon:** My name is Kathleen Concannon. I live on 4945 NE 35<sup>th</sup> Avenue. I would like to say that I think I'm representing my block between Alberta Court and Webster. I organize our block party every year. I'm a past chair of your water quality advisory committee. I don't know if any of you remember me, but it's been awhile since I've been here. This reconsideration, and the reason I'm here, is because the people, my neighbors, feel this is a very crucial issue to the livability of our neighborhoods. And you know and you've heard before that perfectly good housing stock is being torn down to create these more expensive, skinny houses. At our block party this year, and we had about 40 people this year, this issue was the main topic of discussion. My neighbors and I are scared and we're frustrated. Scared that the character of our neighborhood will disappear, and frustrated because we feel like maybe the city is not listening and we have no voice in our neighborhood future. So reconsidering this issue would do a lot towards addressing those feelings of the neighbors who all can't be here today. It would preserve the reasons that we stay in our neighborhoods in Portland and don't leave the city for other places. It would preserve crucial housing stock that is available, and it would also let -- let, you know, average people, like the people that come to my block party, know that you're listening to us. And I think that that is very important. I agree that -- that there's a real concern that in -- in the amount of time that you're -- that we'll have to deliberate, you will have to deliberate this issue again, that more houses will be torn down. I know on our block, there's a very small house that's up for sale, and people are really worried that in the next month or so, that that -- just exactly that would happen. So I urge you to go ahead and reconsider this issue. I thank you for even bringing it up again. And let you know that we are interested and we will be involved.

**Katz:** Thank you.

**Bonny McKnight, 1617 NE 140<sup>th</sup>, 97230:** Mayor Katz, members of the council, I want to express my appreciation for your recognition of the minimum in the R-5 zone as we believe to be implicit in

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the comprehensive plan. We also want to thank you for hearing us in the neighborhoods, for removing the need to appeal, and saving us a lot of time and money. We would request that you add an emergency clause to this ordinance when it comes back to you simply to shorten the period of hemorrhaging as much as we can. The separation of infill on vacant lots will give time to get new options to you on the remaining issues and to build some consensus in the neighborhoods. We also believe the use of process and planning commission advice and a kind of impact assessment-type review process will build community support and knowledge and get you a better product at the other end. It doesn't have to be time consuming. I don't think it's meant to be. But it's important to bring people in during the process instead of having them all up here at the final hearing. Finally, we would ask for an ongoing oversight and regular -- regular evaluation of the results of skinny lot development, so we see what hits the ground before it -- it -- before negative impacts get to be too extensive. And I appreciate this is a first step in beginning to rebuild a relationship with your neighborhoods and neighborhood associations. Thank you.

**Katz:** Bonnie, you really believe that the appeal to luba could be lost?

**McKnight:** No, I never considered it. I was sure we would get it back.

**Katz:** Ok.

**Amanda Fritz, 4106 SW Vacuna St, 97219:** I'm amanda fritz, speaking only for myself. And I came to say thank you. Thank you.

**Katz:** Amanda, do you want the vacant lot issue to be in front of the planning -- does this planning commission want the vacant lot issue?

**Fritz:** I'm not authorized to speak for the planning commission, however there was a discussion at the meeting last night. One way or another that issue will be discussed at the planning commission because its still part of policy package 2. My personal feeling is that it would be -- we'd get to a better product if we were to send the vacant lot part to be considered along with the other small lot development options and with the accessory dwelling units and with the a-overlay, they're tied in together, and it would be, I think, quicker and a better process if they were to go to the planning commission in october.

**Katz:** Ok.

**Dave Nadal, 3024 SW Florida Ct. #D, 97219:** My name is dave nadal, Multnomah neighborhood, a homeowner there and a member of friends of neighborhood zoning. I breathe a great sigh of relief and want to thank erik for bringing this back. I live fairly close in Multnomah neighborhood to about 10% of these lots. And anyway, what we like in our neighborhood voluntarily is variety, funkiness, green areas, small, humble houses, and we like that stuff voluntarily. That's the thing that's always impressed me about the area of Multnomah we're in. We really love our place. These things, especially since they tend to be organized in blocks, kind of have the potential to be the kind of hills full of ticky tacky that most Oregonians and Portlanders kind of instinctively have despised since that song came out in the 1970's. Everything we do now, so much of it seems to be so uniform and row-like. There are some creative new housing things going on, but generally so much of it is everything we all fear, and in modern times, what we seem to be getting. So I really support a process to look at -- look at this and would like to be informed -- or plan to make calls and try to stay informed about what we're going to be doing in -- trying to do something creative so we can blend into some of that neat neighborhoods that have evolved over long periods of time, building different style houses next to each other and creating the kind of diversity and variability that creates a place that we love. And so anyway, thanks very much.

**Katz:** Thank you.

**Sean Batty:** I'm sean batty. I have the honor of being the chair of the roseway neighborhood association. I live on 3229 northeast 70th. Hearing a lot of consistency with regard to folks thanking you, commissioner Sten, in bringing this back. Hope we're not putting the cart in front of

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the horse and I hope that you all vote to pass this resolution. I think we have concerns and I think those have been well expressed and I hope you take those to heart, but I want to take a minute, take a little bit different tack. In my hand I have a copy of the roseway vision plan, a document roseway prepared for itself, with no public funding, but a credible planning process. This document in some ways has been a foundation for our fight for minimum lots in r-5. I want to point out, it doesn't say anywhere that we don't want development, we don't want change, we don't want people to come to roseway. We think that's a part of making it a vital place, but it does clearly say that we like those r-5 parts of our neighborhood, and I thank you in advance for passing this resolution and for including some process to answer the rest of these concerns. It's a process we will continue to participate in. Thank you.

**Katz:** By the way, people need to know that your roseway document is on exhibit at pnca. It's one of the design festival applications that is on view and it's opening tonight.

**Batty:** Thank you for mentioning that.

**Katz:** It's a beautiful document. Ok. Anybody else?

**Katz:** Identify yourself.

**Terry Griffiths, 4128 SE Reedway, 97202:** Terry griffiths, co-chair of the woodstock neighborhood land use committee. And i'm here also first and forward -- first and foremost to say thank you for putting forward a resolution to reconsider. We also haven't had an opportunity, time, to assess the impact of the exemption for so-called vacant lots. And a concern of mine, and I guess i'll say i'm speaking personally here, I think it's probably a neighborhood-wide concern, is that it's a bit problematic for me -- I think this is great, but the vacant lot exemption really makes one type of r-5 zoning different from another type of r-5 zoning. And so there are little enclaves in my neighborhood that are one type of r-5 zoning, and then I have now a mapped this where the enclaves are, the bright pink are the plated 25 x 100 plats, and the white is the otherwise r-5. This doesn't only apply to my neighborhood, but to neighborhoods citywide where some, like roseway, it looked to me from their map have 80% of this kind of platting, and other neighborhoods have none at all. So this is an uneven, at best, you know, a way to address small lots and density. Thank you. But thank you for reconsidering.

**Katz:** Thank you.

**Linda Bauer:** Linda bauer, pleasant valley. I wanted to thank you for this reconsideration and other good things that you've done lately. It looks like b.d.s. may be the first one to do an impact evaluation and i'm excited to see it. Thanks.

**Katz:** Anybody else want to testify? Did you want to include --

**Sten:** Yeah, that's fine. I guess -- the message I had received from the planning commission was that they didn't want to hear this, of course. I didn't want to hear it as many times as we did either, so, you know, I think the council can send it to them, if that's its prerogative. I don't have any problem with including it in the october submission and doin it in that time line. I don't know if this makes any sense at all, so i'll take a risk and throw it out there, but I did engage in conversations, very constructive actually, and I was impressed with their approach with some of the principals of the home builders yesterday, trying to ask them what are the other things. One of the other things they mentioned was that actually -- like as I say, I don't know if something we want to talk about or not, but one of the issues in r-1 and r-2 and 2.5 zones there running into is that our minimum number is so high in some of those that they can't build some of the smaller kind of units they would like. And I thought to myself we are exceeding our 20/40 targets, that would be an interesting area to explore, because I have a feeling the neighborhoods wouldn't object to having less units on some of those areas. I was talking to a builder saying "i've looked at properties in these areas and I won't buy it because the market won't accept the minimum density that i'm looking at and I like to build some smaller detached structures." He really felt like that was an enormous

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area. Like I said, I don't know enough of the planning construct to sit up here and say we should lower some of the minimum densities, because there's some real planning reasons we have minimum densities on those lands that are appropriate for more intense development. But its one I wanted to mention to the planning bureau and see if at least on a preliminary level where I could ask for some consideration of that as part of this topic. Because it sure seemed to me to be something that there might be some real shared interest in some of the neighborhoods in looking at -- if you could have better design less units on some of those places, but we could also get some development speeded up. I would consider the idea of sending the vacant lots to the planning commission a friendly amendment.

**Katz:** Ok. Any objections? Hearing none, so ordered. All right.

**Sten:** I have no problem attaching an emergency clause.

**Katz:** To this as a resolution. We'll do that. Assuming that you've got everybody on board.

**Sten:** Yeah.

**Katz:** All right. Roll call.

**Francesconi:** This is -- I think the headline is "neighborhoods win." and so in the sense of getting the council to reconsider. And it really was all of your consistent efforts here. And you pushed in a variety of forms. And I think we just have to be frank about it. The council's now reversing its position. And the minority position is now becoming the majority position. And that's what I thought should happen and I commend commissioner Sten for making it happen. In terms of just two comments on things we've heard, one is I don't think we should be winging it up here. Not -- "winging"'s too strong a word, so let me not sue that word. But when we move forward I think it is important we send it to the planning commission, because I want to make sure that we utilize its function and that we do this thing right. And sometimes -- and it's everybody's good intentions. When we do things up here, it has consequences sometimes we're not aware of. And plus, that's the system that we have. So that's one thing. The second is I am concerned just on -- now we're agreeing that there should be minimum densities and getting back to the comprehensive plan from my perspective and were getting back to the principal zoning, which means we shouldn't be tearing down these buildings in the interim, and so i'd like -- I think a moratorium is appropriate, frankly, since we know we're going to get there. It doesn't make any sense to be tearing them down now. So either we're going to expedite this -- and I don't know how you do that, if you involve the planning commission, or there has to be some kind of moratorium on teardowns from my perspective. I think the mayor proposed that before. There wasn't enough support for it. I think we need to bring it back. The last thing I want to say is I do appreciate the spirit -- the -- not the reality -- not the spirit, but the reality of the work to bring us together here done by commissioner Sten, and I think there's some other good ideas on here that respect zoning, but allow smaller units, therefore cheaper units, that we can explore, but I also appreciate the spirit, although I disagreed with him, I appreciated the efforts that commissioner Leonard brought to try to have better design on this. And it is important whenever we have smaller units that we have better design. Aye.

**Leonard:** Well, the headline is "neighborhoods win," then I hope the byline is "low-income households lose." again, i'm disappointed at the action we take today, and I think our position diminishes our resolve to help first-time home buyers. The councilmember reversed its position. I will not reverse mine. I alluded the last time we talked about this to some of those who said that our action with respect to these lots violated the comprehensive zone. What I said was a fair reading -- or excuse me -- the comprehensive plan. A fair reading of the comprehensive plan provides a more balanced view. Today i'm actually going to read the provisions I was alluding to. Goal four says "provide for a diversity in the type, density and location of housing within the city consistent with the adopted city housing policy in order to provide an adequate supply of safe, sanitary housing at a price and rent levels appropriate to the varied financial capabilities of city

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residents. Comp plan policy 4.7, the relevant parts read, "and it's headed "balanced communities. "strive for livable, mixed income neighborhoods throughout Portland that collectively reflect the diversity of housing types, tenures, which means rental and ownership, and income levels of the region. Maintain income diversity with neighborhoods by --" and this is, I think, the part I focused in most on -- "one allowing a mix of housing types and tenures, including houses, houses on smaller lots, small houses, duplexes, attached housing, accessory dwelling units, multi-dwelling housing and mixed-use development and ensure that income diversity is maintained over the long term." the last one i'd like to read from is comp plan policy 4.13, and one of the residents actually used this word, which I think is appropriate. It's entitled "humble housing." strive for livable mixed-income neighborhoods throughout Portland that collectively ensure that there are opportunities for development of small homes with basic amenities to ensure housing opportunities for low-income households, members of protected classes, households with childrens and households supportive of reduced resource consumption." objectives, a, ensure that regulations facilitate the option of development of small homes. B, reduce barriers to the development and finance of small homes. Now as was alluded to here, I don't think, and I haven't approached this ever thinking one side was right and one side was wrong. I have agreed from the point of which this has become -- has come to my radar screen, that these houses on narrow lots are poorly designed. I've gone out and personally looked at them and some of them don't belong in the neighborhoods they're at. I've agreed with that. And as a result of that, i've developed standards that this council adopted, minimum standards, for design, so that the houses you see that were built before that was adopted could never be built again. They have to meet the character of each neighborhood. Now that might seem like a common sense approach, but let me tell you that the meetings I had with the builders was contentious to be polite. They did not appreciate having more expensive design standards layered over the requirements they already had, but in the interest of compromise they agreed to that. I think our planning system needs a lot of work. I used the dysfunction -- term "dysfunction" at the last hearing. And I will just say this, that I am committed to revamping this city -- this city's planning process. There are neighborhoods where currently we're allowing manufactured homes to be put in within the city of Portland. No? Yes. I've seen them go in. That meets low objection with anyone at planning, but the issue of building improved design small lots does cause objection in planning. I see that as a disparity between neighborhoods and how neighborhoods are treated in the city, and I don't think that's a good policy. I'm also concerned that the issue has been presented by some as tearing down existing houses, and then building other houses that don't reflect the character of the neighborhood while at the same time arguing they don't want these smaller lots on vacant lots. There's a lack of consistency in the argument. If the issue for some is tearing down existing housing, how can it be, then, you oppose using vacant lots to build these narrow houses on? That raises concerns with me for the population that I think unfortunately isn't here today. The ones that I think are challenged by the cost of -- the price of housing in the city now, are the very people that should be here that aren't here to talk about the opportunities that this kind of housing provides for them. So for those reasons I can't in good conscience support this proposal. I think it leaves out of the loop some of the most challenged populations in the city. And that concerns me. No.

**Sten:** I've mostly said what I think, but I guess a couple more thoughts. It's a good discussion at the council level. You know, I am in essence reversing my vote on the skinny lots. And so I don't have any dispute on how commissioner Francesconi framed that. I would, however, like to amplify on that just a little bit. I mean, these are complex decisions that sometimes get made, you know, with different framing, and doesn't happen all that often, but in this case I actually found myself by every definition that the swing vote. I was a little bit torn on this. And on a five-person council that gave me a lot of responsibility to try and work it out. I think I was consistent in saying that every one of the hearings we've had that I was still looking for something on this and I did not have -- you

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know, partly my own fault, enough time to put a package together. What i'm bring back to you is neighborhoods is a reversal on that piece but its also a much broader package, and it's seeking to try and find not just middle ground, but new thinking and ideas. The reason I voted the other way is that I feel passionately, as I shared with many of you, that we need to find other ways to build smaller homes. I think smaller lots are a very rational response. I do a thought problem sometimes with neighborhoods and I actually don't have an answer to it. I think jt's an interesting question. Not true for all neighborhoods but for a lot of the inner ones it is. Are you more or less dense, because you have more housing units and less people than you have when I was a kid? That's certainly the case of the neighborhood I grew up in and now live in. Less people live there but there are more housing units because family size has changed dramatically. Unless you believe that trend is going to change, we're going to have to have more housing units just to house the number of people who live here now, let alone population growth. We want to get families and kids and other places with options. I think it's a rational choice. It's not my choice. I've always lived in old homes that need incredible amounts of work. But it's a rational choice to want to a new product, and I don't think we want to say to people who want to buy something new there's no place for you in the city of Portland. So all of that says to me this package needs more work and needs to get done. I hope you'll think thoughtfully, and I have no reason to believe you won't on the vacant lots issue. I think it's both a reasonable compromise in terms of actually compromises on specifics in terms of where the different sides are. It does obviously -- and I have become more bothered as the months have gone on and i've talked with all of you and looked a bit at the demolition. That's bothered me more. I think the vacant lot doesn't involve demolition. I also think it is somewhat -- i'm not going to say it's a necessity by law or anything like that, but a matter of fairness to the builders we didn't put this code in place this summer. It's been in place for 11 years, so for 11 years you could buy these lots with the reasonable expectation that if you invested your money you could build on them. That's going to change here. And I think for people who have invested in lots that have a vacant lot, to say you can go ahead and build on those, I don't think is an unreasonable approach to take, given where we are. From here on out, people will know the rules. You should contest that, I'm not trying to sell you now. I think that's something to think about. So I really think that this is a reversal on the key issue that brought you to luba. You know, I think that, you know, there's been questions, should we reconsider things when we make a decision as a decision. I guess I just try and use judgment in the odd point of being the swing vote to say that in my career on the council, which is now getting to be awhile, it's very, very rare that things just keep going on and you see neighborhoods feel this strongly, and that alone says to me we need to give it some more thought and keep working at it until we get a better result. I do feel like this is a better result. I very much appreciate the spirit in which people have come to these discussions and stayed at it. So I hope this will work and look forward to more discussions at the planning commission and back at this council, and will continue to ask you to help me work for ways to meet these goals of how do we find ways that really work for the neighborhoods. I would just end by saying despite the vigor of the disagreement and the passion on all sides, I do think commissioner leonard's original plan to try to put design standards in this mix was in the spirit of saying how do we make this work? Again, these lots have been legal for a long time. It's just a matter of they started to get built now and people said "wait a minute." I see this package really following in what he was trying to do, albeit in a different fashion. I appreciate the discussions that everybody has enlightened with me with over the last couple months. Thank you. Aye.

**Katz:** Let me say thank you to the neighborhoods. And thank you to the planning bureau who put together a very thoughtful paper of some options. The neighborhoods were right from the very beginning. And the council had -- was split, but at a different opinion. The majority wins. And the neighborhoods then come back and ask us to reconsider and commissioner Sten did at the original

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hearings, I think we had two, we could have had three, was questioning it and struggled through it, and as he said really didn't have much time. So I want to thank commissioner Sten. This is another chapter of neighborhoods. You lose, you try to sue us, this is my shorthand, all right, you come back, and you thank us for helping you out to find another solution. I think that is totally functional. And I want to thank you for that. You know, i've learned over these years that compromise is difficult, especially if you feel very strongly that your position is right. But compromise is what this is all about. I hope that during the discussion at the planning commission and hopefully the discussion and the thoughtful attention that commissioner Sten provided this, that we may get to a point where we'll all agree and feel good about the final product. So thank you, commissioner Sten. Thank you, neighborhoods. Thank you, the planning bureau. More to come and more to come soon. Aye. [gavel pounding] all right. Everybody, we're adjourned until 2:00 today.

At 11:30 a.m., Council recessed.

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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.

**September 10, 2003                    2:00pm**

**Katz:** 1085. Commissioner Francesconi.

**Item 1085.**

**Francesconi:** Thanks. I just wanted to use this opportunity to educate -- tell the council what we've been up to, and also educate the public on what we're working on. You know, as transportation commissioner and as a member of the council, i've been really impressed with all the choices we offer our citizens in order to commute and to get around the city. So whether it be by car, by bus, light rail, bicycling, streetcar, we have a national, international reputation that's well deserved. I have been concerned that we have overlooked the connection between transportation and jobs, and the whole council is very concerned about this issue, and especially when it comes to the highest paying jobs, which are the manufacturers. And so in order to keep manufacturers in our city, we have to be concerned about tax policy, we have to be concerned about industrial land, but we also have to be concerned about the transportation of freight. And so because it's these jobs that provide good family wages that also support our professional services and others. So with that in mind, we have created a very good freight committee to give us some voices about the type of -- how each of -- we should be spending transportation resources not only locally, but regionally as we apply for regional money and as we apply for federal money. We're also looking at the projects as brant williams and steve gerber are about to tell us, where it's the -- we can spent the taxpayers' dollars most efficiently and get an economic return for the industry. And we're also looking at information technology and a variety of things. So it's been a privilege to work with these folks and we're engaging some new people as well, which is good. So let me turn it over to brant williams.

\*\*\*\*\*: Thank you, commissioner.

**Francesconi:** I should add also that this is being done with a lot of help from metro and the port as well as people in the industry. Because it's going to -- because we're one region and we're working together on this as well.

**Brant Williams, Director, Portland Office of Transportation (PDOT):** Thank you. Good afternoon mayor, members of the council, my name is brant williams, director of the office of transportation, and to my right is steve gerber with our transportation planning division, and he's taken the new role of our freight coordinator for pdot. The resolution that's before you has two primary elements. One is to reaffirm the importance of freight to the city of Portland. It's kind of a follow-up to the workshop that we had with the freight committee, a month, month and a half ago. And also the need for the freight master plan for the city of Portland. A year ago october, the council adopted the transportation system plan, which looked at a comprehensive overview of all transportation elements. As we were going through that transportation system plan, of course it became very evident that we had good master plans for such modal areas as bikes and pedestrians, but what we didn't have is a good master plan for freight. And the delivery of freight and goods throughout the -- throughout Portland and the role that Portland plays in making sure that freight



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does get to the place it's destined. The importance of the freight master plan is illustrated by the fact that we know that given the economic forecast, freight mobility, freight delivery within the region will double by the year 2020. We have about 480 miles of streets in the city that are classified for trucks, and another thing that the freight master plan would do would be to figure the best way to integrate those streets with all the other demands that we have for streets in our transportation systems. A key element of this freight master plan and the report -- the interim report that's before you today is some short-term opportunities that the commissioner referred to. These are some opportunities that we would like to take advantage of through the next year's budgeting process, and of course any other funds that might come available through pdot or other sources to go ahead and try to jump-start some of the elements that will come out of the final freight master plan. And steve gerber is going to take us through a short presentation on the freight committee and the master plan itself. So i'll turn it over to steve.

**Katz:** Ok, steve, go ahead.

**Steve Gerber, PDOT:** Steve gerber with the office of transportation. I'm here today to ask the council to adopt a resolution that I believe reflect's the council's existing position on the importance of freight. Along with that message, the resolution also delivers the freight master plan interim report as an attachment to the resolution, and that resolution and interim report together essentially asks the city council to reaffirm their direction to the office of transportation for the creation of a freight master plan. I will briefly go through the reasons of why freight master planning is a good idea, but the council has received some excellent presentations on this in the past, and I will be brief on this part of the presentation. Portland has a history as a freight and distribution center providing an excellent opportunity for us to capitalize on expected growth in this industry. Geography, previous and recent infrastructure investment and a diverse array of competitive businesses give us the tools to grow this segment of our economy. Distribution, or logistics, is no longer an adjunct industry, if it ever was. It is an industry in and of itself which contributes 10 to 12% to the national economy and even more in the Portland region. Additionally, trade growth is expected to continue. This map shows a mix of all commodities and modes both domestic and international. The volumes in trade are greg rapidly with the west growing faster than any other region. Portland will share in that growth if we're prepared. Trucks are not only the largest mode for freight movement, but will grow faster than the other modes. Trucks provide the default mode for freight. In simple terms, whenever a problem or barrier occurs to any other freight mode. Trucks become the next choice for moving that load. Certainly as important to Portland, trucks also provide the linkage between all freight modes where distribution requires and reuses more than one such mode. The majority of the ports, the terminals, and the intermodal facilities for the region are allocated in Portland. Portland has a major role to play for the west coast, the nation, and the pacific rim. Portland is first on the west coast in the value of trade per capita. In Portland, freight growth will be fastest in air cargo, but a small percentage in terms of tonnage. Trucks will grow most in the percent of overall tonnage moved. The freight or logistics industry is very important to Portland employment. More people are employed in the transportation-related jobs in Portland on a per capita basis than is typical of the nation. In fact, as this chart shows, only miami and atlanta employ more people in the transportation sector per capita. There are certain drivers for freight movement, and Portland is well positioned to compete in a transportation and distribution industry that is growing in importance worldwide. That's that global marketplace. Freight is becoming more and more important around the globe. Portland's street system is a critical factor for the region. Portland's street system is literally the last mile for the entire region, and the state, and the connection between all other modes of freight. Is as brant pointed out, there

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are well over 400 miles of freight streets in the city of Portland, approximately 200 miles inside freight districts, and approximately 200 miles of designated truck streets outside of the freight districts, and that's not including the freeways. Delays or unreliable access for freight and delivery reduce competitiveness and increase costs. Not only for manufacturing, but also for carbon monoxide goods. Virtually everything we eat, wear, work, with, and recreation with is moved by trucks. The implications for Portland is that there will be a growth in freight volumes, and that means a growth in truck movements. There's a need for efficient distribution to maintain that competitiveness factor for Portland, and to a certain extent, we're playing catch-up. The doubling of freight is projected by national and regional sources can only happen if Portland provides for that increased demand. This will involve some difficult choices. The council is already aware of a very large set of identified transportation needs and a limited expectation in terms of funding. However, better planning for the truck street system will provide the basis for improved efficiency and opportunity for more private revenue, job creation, and business retention. Freight truck characteristics and needs have not been as well researched, nor as well understood as for passenger vehicles. A better understanding of this industry will lead to better choices for improvements and maintenance of the basic infrastructure that is their need. When Portland or the region has provided improvements for freight as Portland certainly has, it is not -- has not always been promoted as well as the improvements for other modes of transportation. In essence, we need to tell the story. As we have for land use planning innovation and other modes of transportation, the freight master plan and most importantly, the freight committee, will help us do just that. Additional capacity or efficiency is something that will become a difficult choice in the city of Portland, increasing vehicle miles of travel will eventually increase the length of peak hours of traffic, reducing the available time in between peak hours for trucks to move. And avoid the peak hour traffic. That's only for those trucks that can avoid the peak hour. Not all of them can. Congestion is a contributing factor to delay and unreliable movement, and is a competitive factor for freight and delivery. It has definite cost implications. What else do we need to do in Portland? We need to be better informed so we can make better capital investment decisions to improve service options and improve the system operations. Information sources are already coming online that we did not have before. The regional commodity flow study, metro and the port, is already done and has provided us information we never had before. The state is doing a commodity flow study, which will add to that body of information. The regional freight data collection effort, which is just underway, and the Portland freight master plan, which is just underway, will give us more information and better information than we've ever had before by which to address these issues. It also means that new state and regional emphasis on freight movement -- improvements will be better informed, the freight master plan will include a review and analysis of the truck street system in Portland so we know that system better, and the freight master plan will include recommendations for guidelines for street improvements on freight streets and arterials. Basic operations needs. Freight planning in Portland. There's really two major elements to freight planning in Portland at this time. The Portland freight committee and the freight master plan. The Portland freight committee provides an opportunity to learn from the private sector so we can respond better to their needs. The Portland freight committee also provides an opportunity to create an ongoing partnership between business and public agencies. The Portland freight committee offers the city an opportunity to quickly and effectively use the knowledge and experience of our private sector, and it is a great body of knowledge indeed, i'm finding out myself. The Portland freight committee provides Portland an opportunity to be literally plugged into freight initiatives and organizations statewide. Memberships of the state regional and Portland

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freight committees overlap to a significant degree, and that overlap allows for quick and efficient knowledge and coordination with other efforts and initiatives throughout the state, and has already resulted in information about other programs in this state and other states that will better inform the creation of the freight master plan. A public-private partnership has been created not just in Portland, but statewide and regionally, and that partnership will benefit us all. The freight master plan interim report, which is attached to the resolution as background information, provides background information for the resolution, and definition to the direction of the freight master plan, which will be brought back to the city council in July of 2004. With the recommendation from the planning commission, the city council directed the office of transportation to place an emphasis on freight planning through the adoption of the transportation system plan. The freight master plan was identified as the truck access and circulation analysis in the transportation system plan. Just to let you know, there has been a name change, what the name change was. This is essentially a progress report on Portland's first steps in freight master planning. In fact, there were check-offs at the ends of the first three items here, but the computer turned it into little pages. Sorry about that. But many cities and m.p.o.'s, metropolitan organizations, have noted difficulty in forming advisory committees and keeping the interest of the private sector. We are very lucky in Portland. The idea was very favorably received, and we have a very keenly interested group of individuals willing to share their time and considerable expertise. Portland freight committee has been initiated and as I'm proud to say, functioning admirably. The freight committee has also identified projects and programs, opportunities for short-term success, that they feel need to be addressed in the near term, which have been included in the master planning project. This committee is also participating in the process to identify the appropriate next freight-related projects for funding in the Portland region, via the Oregon transportation investment act. The interim report and resolution is an opportunity for the council and our private partners to confirm their previous agreement that this is important work, no less deserving than bicycle and pedestrian work that we do here and do very well. This effort will result in a freight master plan that will elevate freight planning to a level similar to that of the bicycle and pedestrian planning efforts previously completed here in the city of Portland.

**Katz:** Thank you.

**Gerber:** Just a couple more slides, mayor, and I will be --

**Katz:** Oh, I thought you were finished.

**Gerber:** Very soon.

**Katz:** Go ahead.

**Gerber:** The freight master plan will provide information for Portland, in addition to state and regional data that will help inform decision-making, including identification of issues, strategies for growth management, and specific project selection guidelines. Local issues and problems will be identified, issues, mets doll gist and solutions, existing policies and the truck street system designations will be reviewed, operations of the truck street system -- mechanisms for conflict resolution will be investigated and developed. Mechanisms for ongoing partnership with the private sector will be investigated and developed. Opportunities for short-term success are detailed in the attached interim report, so I won't go into that detail at this time. Is and to wrap it up, the main purpose for me to be before you today is the adoption of a resolution of intent, pressing the importance of freight to the economy of Portland and the region. Adoption of the resolution confirms the already stated agreement that freight and delivery are key elements in the economy of Portland and the region. Awareness of freight system needs and a proactive position regarding keeping Portland competitive in the global logistics industry is one of the targets of the economic

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development strategy brought forth by the mayor's office and p.d.c. The resolution also reaffirms the council's direction to the office of transportation regarding the creation of a freight master plan to bring the level of planning for the freight mode up to one similar to that of the pedestrian and bicycle modes, informing the transportation system plan and the future relationship between the office of transportation and the truck street system. Thank you.

**Katz:** Questions? I have a question. Put up the lights. I spent a year on the i-5 trade corridor transportation bistate study, and I noticed you referenced that. Are you keeping an eye out on the recommendations and the discussions that we had, because we not only looked at freight mobility, but we also looked at the choices that you've identified. In other words, there was very strong feelings on the part of both states that road improvements and rail improvement were very important. But that didn't come alone. In addition to that, there had to be a focus on land use issues, especially in clark county, and on choices for light rail and h.o.v. Lanes and other choices going hand in hand. Is that part of your thinking as well?

**Gerber:** Absolutely.

**Katz:** In other words, I don't want -- this is very important, but it can't be myopic. It has to interrelate with everything else that's going on, or that the community values and feels it is necessary to make this successful.

**Gerber:** Yes. Certainly coordination of a number of initiatives throughout the state of which the i-5 trade corridor partnership is not the least, by any means, is one of our challenges. And certainly one of the challenges for all those initiatives statewide is the realization that each piece of the system is in many regards equally important. And the Portland freight street system provides the last mile as it were, for certainly the majority of the freight needs in the state of Oregon, and even southwest Washington. And the i-5 trade corridor partnership I think would be -- could be described as being at the next level up.

**Francesconi:** If I can answer your question too, mayor, the committee was -- especially the private sector members, were very concerned their time not be wasted, and there's all these other processes out there. So the i-5 trade corridor had come up, so as the -- has the freeway loop. And i'm actually trying to succeed you, mayor, on the i-5 corridor study. I'm the city's representative now, and it's actually staffed by planning and by p.d.c. So the issue of land use, which you've raised, is really critical to that whole group. So what we're doing is trying to keep everybody informed about how that progresses. Frankly right now an assessment is being -- they've hired a consultant to figure out next steps of the i-5 trade corridor. So nothing much has happened since that report was issued. And then you were very gracious enough to ask me to be on the freeway loop committee as well as some of the existing members of this freight committee are going to be sitting on that. So it is very well -- very important that we coordinate not only those, but the regional efforts and then the state freight. And I left odot out in my thanks a minute ago, and odot is part of these too. So your point is well taken.

**Williams:** I might add that one of the criticisms we've heard from the work that we did on both the pedestrian and bicycle master plans was that it was somewhat my open I can and we didn't look more wholisically about what kind of impact those modes have on all the rest of the demands on this system. And we want to do a better job with the freight.

**Katz:** I just want to make sure that -- our freight partners on the i-5 trade corridor understood that there had to be a connection between the land use issues as well as choices for transportation, be it light rail, automobile, and construction and expenditures of huge amounts of money for bridges, additional bridges or additional roads, all had to interrelate to how it helps everybody in the region to survive. So I just want to make sure that we think a little bit more broader about all of this. I

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don't want to diminish the importance of it, but there are other piece that's are very important. That's one of the reasons why we try to have some element of say on land use policies in clark county. That was pretty controversial and we debated that during those hours, because if clark county isn't going to think about maintaining an urban growth boundary, then all of this is for naught, because we'll have more cars pouring in, less ability for freight to move, and less interest on the part of anybody to provide more transportation options for the residents. So I just want to make sure that everybody understands it's all interconnected. Thank you.

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

**Katz:** Ok. Let's open it up.

**Moore:** We have four signed up to testify.

**Susie Lahsene, Port of Portland:** Mayor, commissioners, my name is susie with the port of Portland. I'm at p.o. Box 3529, Portland, Oregon. Bill wyatt had planned to attend but he had an unexpected conflict and he send his apologies. I would like to share some of his thoughts with you regarding this effort and the resolution in particular if I may. Industries throughout the state rely on efficient multimodal transportation systems to reach international and domestic markets. Industry as you well know, is demanding cost containment in all sectors, especially transportation. And to stay competitive, they're also trying to move more cargo further with more prevision. From the port of Portland's advantage point, the networks, the road, rail, and the industrial facilities, the industrial land component, are key determinants in the health and growth of business today. With branch rail and roadway connections to other parts of the state, Portland serves as a specialized distribution point within an integrated global trade network. This gateway function is a strategic economic advantage, and to build this region's economic base and serve our access needs for industry, it's critical for us to maintain and enhance that. Freight transportation systems expand the region's market beyond our local consumption base, bringing in revenues from outside. By improving the transportation efficiencies through strategic transportation investments, the Portland region can take full advantage of our position in the global trade network, support productivity gains for our existing and future industries, and grow our economic base. So understanding the freight needs of industry here today is an important first step. A plan of action to address those needs is the fundamental next step. Your attention to the critical freight needs of this community through a freight master plan were will really begin to accomplish this, and we urge your endorsement of the resolution. Thank you.

**Katz:** Thank you.

**Bob Russell, President, Oregon Trucking Association:** Mayor, members of the council, my name is bob russell, i'm president of the Oregon trucking association. Yesterday the statewide Oregon freight advisory committee adopted a resolution regarding Portland's freight committee and freight master plan. With your indulgence i'd like to read that into the record. Whereas Portland's truck street system is the critical link for the distribution of goods throughout the state of Oregon, providing the access between terminals, intermodal facilities state and interstate highways and businesses throughout the state, and whereas recent global trends and projections by the federal state and regional governments show an increasing reliance on the efficient and reliable movement for freight for economic viability, and whereas the city of Portland has create add Portland freight committee that will assist in the creation of a Portland freight master plan, and other measures that will support freight mobility on Portland truck streets, and whereas the Portland freight committee coordinates its efforts with regional and state freight committees and advocates, including the Oregon freight advisory committee. Now therefore it be resolved the state of Oregon freight advisory committee recognizes the importance of the work being done by the city of Portland and

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formally endorses these efforts for the betterment of statewide freight mobility and the statewide economy, and be it resolved that the state of Oregon freight advisory committee supports the development of a Portland freight master plan. This was dated yesterday afternoon. And it passed unanimous. So the -- not only does the freight advisory committee, the statewide freight advisory committee endorse adoption of the resolution, the Oregon trucking association does as well, as a member of that committee. From o.t.a.'s point of view, i'd like to make a couple of brief comments.

We've been very excited about the developments in the city and over the last several months with regards to freight. We very much enjoyed our participation on the freight committee. We found the discussions to be very candid and open and we think very productive. We think that the ultimate goal here is to raise awareness of the needs of the freight community, to help remove barriers to the efficient movement of freight, and not create new ones. And to institutionalize sort of the awareness of freight within the city's processes. And we think that will be very beneficial for the economy of the city and for the state as well. And that concludes my testimony. I'd be happy to answer any questions.

**Katz:** Thank you.

**Steve Clark, President, Community Newspapers, Chair, Portland Business Alliance**

**Subcommittee on Transportation:** Mayor, members of the council, my name is steve clark, i'm president of community newspapers and chair of the Portland business alliance subcommittee on transportation. I appear before you today in support of your efforts, and to congratulate you for those efforts, to extend the support and congratulations of the alliance. As each of you learned during the recent freight tour by the city council, and the attention of your freight committee, the matter of freight is critical to the Portland area, certainly to the region and the nation. It's not only good economic policy to invest in freight mobility, it is good public policy. Certainly we have learned through the ongoing recession that a healthy economy will negatively challenge the health livability of our community. More specifically freight mobility, is a key component to the competitiveness and the pros par I of the city of Portland, the metro area, as well as the entire pacific northwest region. Our health is related to -- domestic market and trade within global markets. As we move to improve our economy, and each of you have been engaged in that, we have important choices to make. We can either enhance or limit the adequacy and the efficiency of our transportation infrastructure, and by doing so, we can either enhance or limit the quality of the communities in which we live and work. Portland's unique location in the transportation network underscores the importance of an ongoing attention by the city of Portland to the issue of freight mobility. The convergence of surface transportation, rail, air service and deep water port facilities means we are the crossroads for domestic and international trade. As we continue to recognize the importance of freight in its broadest context, let us not forget freight is like politics. It's also local. It the delivery of books, flowers, or coffee cups to a given retailer, it is the shipment of print materials across town, it is the ups pickup or delivery to more than 1,000 local addresses each morning. If those deliveries aren't made or if they are delayed, the ability of the business -- of business to occur and to prosper in the city of Portland is in peril. The Portland business alliance is committed to work with the city of Portland to ensure that our local and regional transportation systems supports business needs, and therefore also community needs. By moving products to all markets. We commit to work with the city to foster road, improvements to support the surface, street, transit and freight mobility and land use. Action in each of these areas that will make for a good transportation plan and what will enhance the city of Portland is a vibrant livable community that is a good place to live, work, and invest in business. We must do this by taking action in these critical areas. Your freight mobility resolution is very critical important step. The meeting

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tomorrow -- friday afternoon, the first meeting of the i-405 freeway loop advisory committee is another. The master plan, the freight master plan is a fourth, and certainly your budgeting is another. If I may, mayor, extend for just a moment, last month in vancouver, Washington, senator -- u.s. Senator patty murray held a subcommittee meeting appropriations subcommittee meeting, and she clearly stated that community involvement, community plans like this that you're engaging in, are critical component to federal investment and transportation funds, so we congratulate you for following and actually leading that effort. So we appreciate it. Thank you.

**Katz:** Thank you.

**Ann Gardner, NINA:** My name is ann gardner, i'm here representing the northwest industrial neighborhood association, and i'm so very pleased to come and support the resolution in front of you. We see this as a continuation of work that started with the adoption of the transportation systems plan, which I know brant talked about, and we are delighted that we're at this point where we actually see the recommendation to create a freight master plan coming before you. I do also want to tell you that a number of other business district representatives are participating in the freight advisory committee. It is a comprehensive, broad-based diverse group, and a good many folks on the -- in the business community are participating this. Is just the first step. We're going to stick with it and we very much appreciate the leadership that city council and commissioner Francesconi have extended in creating this plan. So thank you very much.

**Katz:** Thank you. All right. Anybody else? Any questions? If not, roll call.

**Francesconi:** First I want to thank the council, because you spent a lot of time on this already with the tour, and just by your time and presence, and your interest and your questions, you sent a message to people that you really care about it, and it's already gotten back to me how much they appreciate it. Second, i'd like to thank brant williams for knowing that this was important and by spending money on it, dedicating staff, and making sure that it rises in priority within the bureau. And I appreciate that, brant. And steve, you've done -- steve beshner, I want to thank you as well. The committee has been good in that they wanted to make sure there's some doables, and it's not a plan that sit there's that we execute later. But that we can pick short-term wins upon which to build. And it was good staff work. So the committee has identified things to work on like a bridge analysis, ramp metering, street improvements, as well as a project funding. It's just early winds that -- wins that can be accomplished. I guess the last thing I want to say, maybe these hopes are too much, but I have some hopes for the committee that are I think are important right now. One is the committee working, and p.d.c. Has been terrific between brant and don, p.d.c. And transportation, we've worked together very, very well on development projects. There's a great relationship. But here's an opportunity to work together even more closely on economic development, where transportation becomes more integrated. So right now pdot is working with p.d.c. On identifying what potential industrial land can be assembled, but making sure there's transportation infrastructure into it. So getting us to support p.d.c.'s efforts more on economic development is one hope. And it's happening already. The second is, this is a great opportunity to even better link Portland with the rest of the state. And I appreciate bob russell and other people here, there's a state advisory. So we do -- and we're working on it, being more sensitive to the needs of the rest of the state. At the same time, it's an opportunity for the rest of the state as was said today, recognizing how important Portland is as a distribution center, which means we also need some money to invest in this, and so if -- it's an effort to try to link us better with the whole state. Because we are one region, but we are one state as well. The last hope, this might be the hardest, we have to also communicate with the citizens about how important these kind of investments are. That everything we eat or touch, or -- it's got there by truck. And I any our

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citizens don't think about that. So therefore, to make the kind of investments that are needed to maintain the system, given increasing congestion, but we need our help -- your help in educating our citizens just about how important this is. So anyway, this is good. We're off to a good start, and I appreciate all your work. Aye.

**Leonard:** I think we have to work on rotating how we give these remarks, because i'm always second, and it's always been said.

**Katz:** We don't usually do this, but I wanted to raise this issue.

**Francesconi:** I like going first:

**Katz:** I know you do. [laughter] can I suspend the rules for a second?

**Sten:** You don't have my vote, because I like going fourth.

**Katz:** Never mind. I always thought that the president, since we rotate that, goes first. Or we can do it monthly. But I sort of appreciate --

**Leonard:** Actually --

**Katz:** He takes everything, and by the time it comes to me there's nothing left.

**Leonard:** When you vote, you always vote the last person to vote in the senate on a bill is the 1st person to vote on the next one. They rotate. How you speak and how you vote for that reason. But that aside --

**Katz:** Thank you.

**Leonard:** He said what I would like to say. One thing he didn't cover, thank god, was the deepening of the channel, which is an integral part of this transportation system. I have been in the middle of that debate for a number of years, and have come down to the position that I think it's necessary to go from 40 to 43 feet to get goods out of the state and around the world and from around the world into the state. And just as commissioner Francesconi said, I don't think everybody connects transportation and jobs, the ability to distribute goods throughout the state for citizens to be able to access them at a fair and competitive price. So this is excellent work. I support it in its entirety, and I was glad to hear bob say that things are going better in the city in terms of these kinds of discussions. I love hearing things like that. So thanks very much, and aye.

**Sten:** I'd like to compliment and thank commissioner Francesconi for this work. It was a good tour for me. I've been to many of those places before several times in some cases, but not with that advantage point. It was tied together for me, and I actually learned a lot. I think intuitively I might have got known some of the importance, but -- but I appreciate the opportunity and the leadership. I think this is an important area and we look forward to keep working with you on it. Thank you. Aye.

**Katz:** I too want to thank commissioner Francesconi, and the task force, the advisory committee for this work. You know, when we talk about economic development, the first question we ask ourselves is, how can we -- how can we differentiate ourselves from the rest of the world? What is special about Portland, what is special about this region? And it's very clear, our geography and our position in a distribution nexus for Oregon, not for the city of Portland, for Oregon and probably for neighboring states as well, and so as we look at trading and global markets, it's very important to understand that we are in -- somebody said in a gateway for all of this activity. And as a gateway for this activity, it certainly provides us great economic advantages. Now, you know that I like to think a little bigger too, every -- every once in a while, stand back, and I was in a meeting, I think it was about a year ago, that basically a gentleman told us, we're thinking too small. That the region is really canada. The state of Washington. And it's the entire pacific northwest, all the way up north that we ought to be thinking, because if you make circles as you did on the map, and look



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at other regions, they're bigger than we are, and so as we begin thinking about Portland as the nexus, or the gee graphic -- all the opportunities geographically in Portland, we also need, as I said clark county, we need to think far beyond clark county, and in fact even include the state of california. Thank you for the work. Aye. [gavel pounded] all right, everybody. We stand adjourned. [gavel pounded]

At 2:43 p.m., Council recessed.

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**Katz:** Good afternoon, everybody. The council will come to order. Karla, please call the roll.

**Saltzman:** Here.

**Sten:** Here.

**Katz:** Mayor is here. What's the status?

**Moore:** We don't show anybody being out.

**\*\*\*\*\*:** I would like to wait for at least one more.

**Katz:** All right, Karla, go ahead.

**Item 1086 and 1087.**

**Katz:** And 1087.

**Linly Rees, Office of the City Attorney:** I know you heard all these yesterday, but we need to run through the procedures. This is an evidentiary hearing. This means you may submit new evidence to the council in support of your arguments. This evidence may be in any form, such as testimony, letters, petitions, slides, photographs, maps, or drawings. If you haven't given the council clerk a copy of the evidence you plan to submit, you should give it to the council clerk after you finish your testimony. Any photographs, drawings, maps, or other items you show to council during your testimony should be given to the council clerk at the end of your testimony to make sure it becomes part of the record. Testimony concerning the hearings officer's recommendation will be as follows -- we will begin with a staff report by media store. Following the report, city council will hear from interested persons in the following order. The applicant will go first and will have 15 minutes to address council. After the applicant, the council will hear from individuals or organizations who support the applicant's proposal. Each person will have three minutes, whether you are speaking for yourself or on behalf of an organization. Next, council will hear from persons or organizations who oppose applicant's proposal, again, each person will have three minutes. If there was testimony in opposition to the applicant's proposal, the applicant will have five additional minutes to rebut the testimony. Council may then close the hearing, deliberate and take a vote on the hearings officer recommendation. The council will set a future day for the adoption of findings and a final vote on the hearings officer's investigation. If the council takes a final vote today that will conclude the matter before council. I would like to announce several guidelines for those presenting testimony and participating in the hearing. These guidelines are established by zoning code and state law and are as follows -- one, any testimony, arguments and evidence you present must be directed toward the applicable approval criteria for this land use review or other criteria in the city's comprehensive plan or zoning code which you believe apply to the decision. Two, the b.d.s. staff will identify the approval criteria as part of their staff report to council. Three, before the close of this hearing, any participant may ask for an opportunity to present additional evidence. If this kind of request is made, council will either grant a continuous or hold the record open for at least seven days to provide an opportunity to submit additional evidence and will hold the record open for an additional seven days to provide an opportunity for parties to respond to that new evidence. Four, under state law after the record is closed to all parties, the applicant is entitled to ask for an additional seven days to submit final written arguments before council makes its decision. Five, if you fail to raise an issue supported by statements or evidence sufficient to give the council and the parties an opportunity to respond to the issue, you will be precluded from appealing to the land use board of appeals on that issue. Finally, if the applicant fails to raise constitutional or other issues relating to proposed conditions of approval with enough specificity to

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allow council to respond, the applicant will be precluded from bringing in action for damages in circuit court to challenge the conditions of approval.

**Katz:** Ok. Any declaration of conflicts of interest? By council members? Ex parte contacts by council members? Anybody to want challenge our silence? If not, I need to know, is there anybody in opposition to this item? Ok. Let's hear a staff report then.

**Eric Engstrom, Bureau of Development Services:** Mayor Katz, commissioners, I am erik representing the bureau of development services. With me is mark walhood, as well. I am going to start by running through the context of what you are hearing today with regard to the subdivision review that has been underway. Mark is here to talk in more detail about the comprehensive plan map and zone change that's before you today. As the council clerk indicated, this case is number 03118615 relating to comprehensive plan map and zone change amendments at the columbia villa site. The project, as a whole, includes the complete redevelopment of the entire 82-acre columbia villa site, including new public street grid, new pedestrian walkways, new private alleys, pocket parks, 3.8-acre neighborhood park, approximately 850 housing units, and a three-block commercial/community service area. The hearings officer has actually a decision and a recommendation with this case. The hearings officer granted a final approval of the preliminary subdivision plan which included 332 new lots, 295 lots for single dwelling development. 33 for multidevelopment, and four commercial community service lots. That also included public street dedications, private alley tracks, common greens and recreation areas. The approval also included a number of zoning code adjustments, and I am not going to run through every one of these. They are listed on the power point presentation most related to lot size and setbacks of the new lots as the development will occur. There were a number of conditions of approval, as well, which I won't go into detail here. The adjustments, as I said, mostly included setbacks. There were also some things related to building coverage and landscaping standards and for purposes of, of regulatory reform, it might be -- I wanted to mention this might be a good study for somebody to look at in the future as to why a project like this would require so many exceptions to the zoning code. The overall status of the project includes, as I mentioned, the land division review, the subdivision, tentative plan, and the zoning code adjustments the hearings officer made a decision to approve those. The period has passed for those, so those are final. What you are here to talk about today is the comprehensive map, planned map amendments and the zoning map amendments which mark will go into more detail with. The applicant right now is working on preparing the final plat application, which is the second stage of the subdivision review. The demolition permit has been issued by the bureau of development services, and I believe will be underway soon if not already. The infrastructure design for the public improvements is well underway as is the building design in the northwest quadrant of the site. This chart on the screen is, an outline of the process and where we are. As I mentioned, we have gone through the preliminary land use approvals for the subdivision, the hearings officer made the decision on that along with the adjustments and made a recommendation on the comp plan amendments and the zoning map amendments, and the, the final plat review with the public works and the building permit process is underway or, or will be underway soon. This aerial photo shows the existing conditions at the columbia villa site. As you can see, it's a, a -- dominated by a linear street pattern and a lot of large trees, which is a significant factor on the site. This exhibit shows the, the new columbia villa, or new columbia site plan, which is the tentative plat that has been approved by the hearings officer, including the new street system and the new lot pattern. At this point, I am going to turn it over to mark to go into more detail about the comprehensive plan map amendment and zone change.

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**Mark Walhood, BDS:** Good afternoon. Mark walhood. There is some redundancy in this presentation today, and considering there is no opposition, I will run through it fairly quickly. We have three comprehensive plan and zoning map amendments. First to relocate five acres of urban commercial comprehensive plan designation and c.s. zoning, redesignate just under 3,000 square feet of industrial sanctuary designation and i.g.-2 zoning to the low density multidwelling designation on r-2 zoning. Finally, 5590 square feet is going from high density single dwelling, r-5 zone to the low density multidwelling r-2 zone. The approval criteria are the standard comprehensive plan and zoning map criteria in chapter 855 of the zoning code for the comp plan and -- excuse me, that's backwards. 855 sos. For the zoning map amendments and 810 is for the comprehensive plan plus relevant portions of the applicable local and regional plans. We have existing and proposed zoning maps. Exhibits b-1 and b-2. These are the official scalable maps on which the changes to the map and plan are based. As referenced in the hearings officer decision, this is just a guide map to identify the location of the, of the three changes. We have some greater detail. The existing commercial zoning as adopted in the portsmouth neighborhood plan is being reconfigured here to, to align along both sides of the north trenton street. A small area of r-5 to r-2 down at the southeast corner in the alignment of north howton street twain dana and woolsey, I believe. And then up at the northeast corner, a small area going from i.g.-2 to r-2. This is the full text of the hearings officer's recommendation for the comprehensive plan amendments. As I mentioned, a change from, from urban commercial to multidwelling and vice versa to realign the urban commercial designation along north trenton street. A change from industrial sanctuary to low density multidwelling in the northeastern section, and the 5590 square foot southeast corner r-5 to r-2 change. Similar changes, and again, this is just the text from the hearings officer's decision for the zoning map amendments, relocated c.s. zoning i.g.-2 to r-2 zoning in the northeast corner and r-5 to r-2 zoning in the southeast corner. The hearings officer recommended approval based on the existing and proposed zoning maps. There is a single condition of approval as requested from Portland transportation to address transportation demand management measures in the c.s.-zoned portion of the site. Today council has three options. One to accept the hearings officer's recommendation and approve the proposed comprehensive plan and zoning map amendments with the condition as recommended by the hearings officer for a future review to address t.d.m. Measures. Option two is to accept the hearings officer's recommends but modify the decision somehow and then finally, a choice to reject the hearings officer recommendation. That's the end of my presentation.

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

**Katz:** Questions?

\*\*\*\*\*: No questions?

**Katz:** Come on up. Thank your presentation. Who else wants to make a presentation? All right. Come on up. Who else? Let's be informal since we don't have any opposition.

**Howard Shapiro, Board Chair, Housing Authority of Portland:** Good afternoon, madam mayor, members of the council. With a brief note of appreciation to commissioner Sten for increasing the population of Portland, I would like to, to thank you all for hearing us today. My name is howard shapiro. I am the board chair of the housing authority of Portland. With me today, and I want to acknowledge this is vice chair nick fish, chair-elect, kandis brewer, and commissioner jeff bachrach, as well as a number of committed staff members of the housing authority. We certainly couldn't reach this critical point without a very strong partnership with you all, and obviously, you know that we thank you for that and we value your support. I think we are together building a neighborhood that, that will benefit not just the residents of north Portland but

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the whole city. You have heard me say that before, but I keep wanting to reiterate it because I think this is such a monumentally important project for the whole community. It's also important for me to note that in the spirit of good government, the saturday workshops we have done at columbia villa have been very wonderfully supported by columbia villa residents, neighbors, and project worker partners working side-by-side to, to develop what's the best for columbia villa. I am very proud of that process and very proud of the government that it represents in the way of citizen input. Finally, i'm also very proud of the volunteer board that you have appointed, madam mayor, that I serve with. These are wonderful people that have given a tremendous amount of their time and energy to this, as well as all the projects that make us the organization that I am proud to say that we are. That is not to ignore a tremendously talented and gifted staff that makes us all look very good. So, with that, I thank you for your attention to our project and hope you support -- continue to support us in developing this wonderful project. Thank you.

**Katz:** Thank you, howard.

**Joseph Reedy, Urbs Works:** Good afternoon. I am joseph reedy with urbs works. We are the consultants for the housing authority, and behind me is a lot of the other talented designers that worked on the project with us. I don't think that we ever anticipated when we were revising title 33 that it would be tested by an 82-acre redevelopment, the housing authority project, but it was, and thanks to mark and eric, we came through really well. We are very satisfied with, with the results that we have been able to achieve. We support the staff's recommendation for the transportation study that's associated with the relocation of the c.s. zone, and I am available to answer any questions you may have.

**Katz:** I want to share -- do you want to share your award with us?

**Reedy:** Last night we were lucky enough to receive a best-of-category award for the neighborhood plan that we developed for roseway neighborhood as part of the design genome, and, and had a nice party, as well. Thank you.

**Katz:** Thank you.

**Shapiro:** Madam mayor, joseph reedy is one of the architects that built food front 30 years ago, so it's remarkable. He finally got an award after all that time.

**Katz:** By the way, as lovely plan, and we didn't have anything to do with it. Where did you get the resources to actually draw it up?

**Reedy:** The roseway vision plan, we'd like to take credit for it because of the work that we did, but lauren schmidt and sean batty and the neighbors of roseway were the ones that thought they needed a plan. They are the ones that went out and got a memorial grant, and they had the good judgment to hire my wife and partner, marcy, to execute that plan.

**Katz:** It's very lovely, so -- you might want to send a copy to all of us.

**Reedy:** I'd be happy to.

**Leonard:** If I could point out to mr. Shapiro, never wanting to be outdone by any member of the city council, mr. Fish, too, is also contributing to the population of Portland.

**Shapiro:** But he's not a commissioner, so --

**Leonard:** I thought it was unfair to point out, you know --

**Shapiro:** Thank you for that.

**\*\*\*\*\*:** I am equally excited about mr. Fish. I may be more so given mr. Fish's age. [laughter]

**Katz:** This is going in the wrong direction here. Thank you, gentlemen. Anybody else want to talk about the project? All right. Does anybody have questions? All right. Then I will take a motion.

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**Leonard:** I think, actually, I actually underlined the, the option that we have to, to read. I move to accept the hearings officer recommendation and approve the proposed comprehensive plan and zoning map amendments with, with, with one condition. Is that accurate? Requiring a future type one land use review to address t.d.m. measures in the area.

**Katz:** So it's with the hearings officer's recommends with the conditions included. Do I hear a second?

**Sten:** Second.

**Katz:** Roll call

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

**Sten:** It's coming along nicely. Nice work, aye.

**Katz:** Mayor votes aye. 1087.

**Item 1087.**

**Katz:** Roll call.

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

**Katz:** Mayor votes aye. Thank you, everybody, and we stand adjourned.

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