



CITY OF
PORTLAND, OREGON

**OFFICIAL
MINUTES**

A REGULAR MEETING OF THE COUNCIL OF THE CITY OF PORTLAND, OREGON WAS HELD THIS 12TH DAY OF DECEMBER, 2001 AT 9:30 A.M.

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

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

Commissioner Francesconi arrived at 9:34 a.m.
At 11:45 a.m., Commissioner Sten left.

At 12:55 p.m., Officer Peter Hurley replaced Officer Scruggs.

Item No. 1413 was pulled for discussion and on a Y-4 roll call, the balance of the Consent Agenda was adopted.

At 10:20 a.m., Council recessed.
At 10:30 a.m., Council reconvened.

<p>1404 TIME CERTAIN: 9:30 AM – Accept Sustainable Infrastructure Report as submitted by the Office of Transportation, Bureau of Environmental Services and Water Bureau (Report introduced by Commissioner Hales)</p> <p>Motion to accept the Report: Moved by Commissioner Hales and seconded by Commissioner Sten. (Y-5)</p>	<p>Disposition:</p> <p>ACCEPTED</p>
<p>1405 TIME CERTAIN: 10:30 AM – Recognize recipient of the Lowenstein Trust Award (Presentation introduced by Commissioner Hales)</p>	<p>PLACED ON FILE</p>
<p>S-*1406 TIME CERTAIN: 10:45 AM – Refer to the voters a five-year local option tax levy for parks and recreation purposes (Ordinance introduced by Commissioner Francesconi)</p> <p>Motion to accept the substitute: Moved by Commissioner Hales and seconded by Commissioner Saltzman. (Y-4; N-1, Saltzman)</p>	<p>SUBSTITUTE FAILED TO PASS</p>
<p>1407 Refer Children's Levy to City voters as a local option levy for five years commencing in fiscal year 2003-2004 (Ordinance introduced by Commissioner Saltzman)</p>	<p>PASSED TO SECOND READING DECEMBER 19, 2001 AT 9:30 AM</p>

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<p>1408 TIME CERTAIN: 11:45 AM – Accept the preliminary terrorism progress report and recommendations developed by Emergency Preparedness Council as directed by the City Council under Resolution No. 36031 (Report introduced by Commissioner Francesconi)</p> <p>Motion to accept the Report: Moved by Commissioner Saltzman and seconded by Commissioner Francesconi. (Y-4)</p>	<p>ACCEPTED</p>
<p>CONSENT AGENDA – NO DISCUSSION</p>	
<p>1409 Cash and investment balances October 25 through November 21, 2001 (Report; Treasurer) (Y-4)</p>	<p>PLACED ON FILE</p>
<p>Mayor Vera Katz</p>	
<p>1410 Approve the application of Max Housing Partners, LLC for a ten-year property tax exemption for a transit oriented development project located at 5845 NE Hoyt Street known as Center Village (Resolution) (Y-4)</p>	<p>36042</p>
<p>*1411 Extend contract with the Salvation Army to allow the Police Bureau Oregon Police Corps program to continue using Camp Kuratli as a training facility until May 10, 2002 (Ordinance; amend Contract No. 33080) (Y-4)</p>	<p>176116</p>
<p>*1412 Authorize contract with Davis, Hibbitts & McCaig, Inc. for professional survey of City households to provide information to be utilized by City Council in developing the FY 2002-03 budget (Ordinance) (Y-4)</p>	<p>176117</p>
<p>*1413 Give final approval for the issuance of Multifamily Housing Revenue Bonds, Series 2001A and preliminary and final approval for the issuance of Multifamily Housing Revenue Bonds, Series 2001B for the Garden Park Estates Project (Ordinance) (Y-4)</p>	<p>176128</p>
<p>*1414 Amend agreement with Michael Willis Architects to provide architectural services for a master plan for the Bureau of Maintenance and the Vehicle Services Division of the Bureau of General Services and provide for payment (Ordinance; amend Contract No. 33279) (Y-4)</p>	<p>176118</p>
<p>*1415 Extension to Legal Services Agreement with Miller & Van Eaton (Ordinance; amend Agreement No. 33776) (Y-4)</p>	<p>176119</p>

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<p>*1416 Grant a revocable permit to Entercom Radio to close SW 6th and Broadway between Alder and Taylor, and SW Yamhill and Morrison between 5th and Park from 5:00 p.m. December 31, 2001, through 2:00 a.m. January 1, 2002 (Ordinance)</p> <p>(Y-4)</p>	<p align="center">176120</p>
<p align="center">Commissioner Jim Francesconi</p>	
<p>*1417 Apply for a \$20,400 grant from the Oregon State Police, Office of Emergency Management for the Bureau of Fire, Rescue and Emergency Services (Ordinance)</p> <p>(Y-4)</p>	<p align="center">176121</p>
<p align="center">Commissioner Charlie Hales</p>	
<p>*1418 Designate and assign certain City-owned park property in Portland Memory Garden, a portion of Ed Benedict Park as public street right-of-way (Ordinance)</p> <p>(Y-4)</p>	<p align="center">176122</p>
<p>*1419 Authorize Intergovernmental Agreement with Oregon Department of Transportation to provide funding for the SE Bybee Overcrossing of SE McLoughlin Blvd. Southern Pacific Railroad Bridge Replacement Project (Ordinance)</p> <p>(Y-4)</p>	<p align="center">176123</p>
<p align="center">Commissioner Dan Saltzman</p>	
<p>*1420 Contract with Bergent Corporation for the continued maintenance and enhancement to the Bureau of Emergency Communications Expense Tracking System and the Incident Research and Inquiry System and for development of a work assignment and timekeeping system (Ordinance)</p> <p>(Y-4)</p>	<p align="center">176124</p>
<p align="center">Commissioner Erik Sten</p>	
<p>*1421 Contract with the U.S. Geological Survey for streamflow and water quality monitoring without advertising for bids (Ordinance)</p> <p>(Y-4)</p>	<p align="center">176125</p>
<p>*1422 Accept a Youthbuild implementation grant under the Office of Economic Development of the U.S. Department of Housing and Urban Development in the amount of \$500,000 (Ordinance)</p> <p>(Y-4)</p>	<p align="center">176126</p>

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<p>*1423 Amend contract with Golder Associates, Inc., increase amount of compensation by \$200,000 and adjust compensation rates and chargeable accounts (Ordinance; amend Contract No. 32798)</p> <p>(Y-4)</p>	<p>176127</p>
<p>REGULAR AGENDA</p> <p>Commissioner Charlie Hales</p> <p>1424 Assess benefited property for the costs of constructing pedestrian walkways in the River Access Transportation Local Improvement District (Second Reading Agenda 1400; C9976)</p> <p>(Y-5)</p>	<p>176129</p>
<p>Commissioner Dan Saltzman</p> <p>*1425 Accept a \$30,000 Intergovernmental Agreement with the Oregon office of Energy to provide them with marketing and consultation services for the State Home Oil Weatherization program (Previous Agenda 1402)</p> <p>(Y-5)</p>	<p>176130</p>
<p>Commissioner Erik Sten</p> <p>*1426 Authorize certain non-single family water accounts to be billed at the applicable Block 1 rates for all usage as a means to begin collecting revenues from these customers who are unable to be billed at this time under the Customer Information System/Open Vision billing system (Ordinance)</p> <p>(Y-5)</p>	<p>176131</p>

At 1:22 p.m., Council recessed.

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A RECESSED MEETING OF THE COUNCIL OF THE CITY OF PORTLAND, OREGON WAS HELD THIS 12TH DAY OF DECEMBER, 2001 AT 2:00 P.M.

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

OFFICERS IN ATTENDANCE: Karla Moore-Love, Clerk of the Council; Kathryn Beaumont, Senior Deputy City Attorney; and Officer Peter Hurley, Sergeant at Arms.

At 2:05 p.m., Council recessed.

At 2:15 p.m., Council reconvened.

At 3:35 p.m., Council recessed.

At 4:00 p.m., Council reconvened.

At 4:00 p.m., Linda Meng, Chief Deputy City Attorney replaced Kathryn Beaumont.

At 4:37 p.m., Commissioner Saltzman left.

<p>1427 TIME CERTAIN: 2:00 PM - Tentatively approve the proposal of Freightliner LLC and overrule the Hearings Officer's recommendation for denial of a Statewide Planning Goal Exception, Comprehensive Plan Amendment and Adjustment Review, to construct a wind tunnel facility at riverfront property located on Swan Island, on the north side of N Lagoon Avenue (Previous Agenda 1403; Findings; LUR 01-00327 GE CP AD)</p> <p>Motion to adopt the findings as revised: Moved by Commissioner Hales and seconded by Commissioner Sten.</p> <p>(Y-5)</p>	<p>Disposition:</p> <p>FINDINGS ADOPTED</p>
<p>*1428 Grant a Statewide Planning Goal and Greenway Goal Exception to Statewide Planning Goal 15, Willamette River Greenway, and a Comprehensive Plan Amendment and Adjustment in order to construct a wind tunnel facility (Ordinance; LUR 01-00327 GE CP AD)</p> <p>Motion to approve the findings that reflect the tentative approval from November 7, 2001: Moved by Commissioner Hales and seconded by Commissioner Saltzman.</p> <p>(Y-5)</p>	<p>176132</p>
<p>*1429 TIME CERTAIN: 2:15 PM – Amend the Comprehensive Plan Map and change the zone of property at 205 SE Spokane Street, Oaks Landing, from CSg, Storefront Commercial base zone, to CO2g, Office Commercial 2 base zone (Hearing; Ordinance; LUR 01-00454 CP ZC GW AD)</p> <p>Motion to uphold the Hearings Officer recommendation with regard to, the comp plan amendment, the zone change, the greenway review for the expansion of the office building and the adjustment to the setback: Moved by Commissioner Hales and seconded by Commissioner Francesconi. (Y-5)</p> <p>(Y-5)</p>	<p>176133</p>

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<p>1430 TIME CERTAIN: 4:00 PM – Adopt amendments to the Interstate MAX Conceptual Design Report to incorporate the recommendation from the Interstate MAX Bicycle Task Force to modify the streetscape design at the Kenton Station (Resolution introduced by Commissioner Hales)</p> <p>(Y-4)</p>	<p>36043</p>
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At 5:04 p.m., Council adjourned.

GARY BLACKMER
Auditor of the City of Portland

By Karla Moore-Love
Clerk of the Council

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

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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.

DECEMBER 12, 2001 9:30 AM

Katz: All right. Consent item, there's been a request to pull 1413. Any other consent agenda items that anybody wants to pull off? Public, council? If not, let's do a roll call to accept the agenda.

Hales: Aye. **Saltzman:** Aye. **Sten:** Aye.

Katz: Mayor votes aye. [gavel pounded] all right. Let's then go back and pick up 1413.

Item 1413.

Katz: Commissioner Saltzman?

Saltzman: The reason I asked this be pulled off the consent agenda, via family member who has an interest in this project so i'm going to abstain from this vote.

Katz: Harry, does he have to abstain? Commissioner Saltzman -- you prefer to abstain?

Auerbach: It's probably prudent.

Katz: Okay. All right. Roll call.

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

Katz: Mayor votes aye. Motion carries. [gavel pounded] time certain. 1404.

Item 1404.

Hales: We have a good team to present a good work in progress. The idea behind this work is that the city shouldn't be in a position of saying don't do like we do, do like we say, so we're trying to conform what we do to some of the objectives and goals the council's set about sustainable practices, and this team has been working on some ideas, some of which we're able to implement now, and others we'll do later. Brant, you're going to lead off and there are other folks involved.

Brant Williams: City engineer with the office of transportation.

Lee Klingler, City Engineer for Bureau of Environmental Services: Lee, city engineer.

Stan VandeBergh, Acting Chief Engineer, Water Bureau: Stan, the acting chief engineer for the water bureau.

Williams: Last January the council adopted the green building policy, which directed our three bureaus as well as the office of sustainable development to work with our three bureaus to see if there was something that we could do that was similar or compatible with the lead standard that was adopted as part of that policy. We were directed to take a look at primarily three things. One was to document the effort that we've done in the past and currently are working on. Secondly look at opportunities for doing things better, doing our business better in the future. And third, see if there is a sustainable rating system that would be appropriate for public infrastructure. We were told to report back in December, and so here we are. We established a working group that was composed of staff from our three infrastructure bureaus as well as staff from the office of sustainable development. They worked throughout this past year to come up with this report and we're here to present the fine work they've done. The primary message we do want to send to the council today is that our three bureaus are committed to this idea of sustainability. We have proven that by the past efforts we've undertaken and through the direction we're going to show to you today, we plan to continue forward working together and optimize the types of work we do as far as sustainability. So I'll flip through the slide presentation for you.

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Katz: When you do that, why don't you identify as you have in here what your -- you're currently doing and then let's see where you plan to go.

Williams: That is part of the report.

Katz: Thank you.

Williams: The sustainable city. As you know, we have a fine reputation nationally and internationally as one of the best cities in the country as far as doing sustainable practices. We have a number of firsts that we're all very proud of. Our bicycle program was just recently for the second time awarded, the city was awarded the best bicycling city in the country. Of course the streetcar, that's a first for Portland, and for the country. First of its kind back in 1993 was our co2 reduction plan. With a 54% waste recovery rate, the city of Portland is ranked number 1 in the united states when it comes to waste recovery. We also have one of the highest level of protections for our drinking water system, the bull run is one of the best protected watersheds in the country, has the highest levels of water quality for surface drinking water systems. Of course it hasn't always been this way, and it's hard to believe these types of systems were once thought to be the most efficient way of doing business. But that of course is no longer the case. We in the past paid little attention to erosion control as part of our construction projects. Now we did to great length to make sure sediments from our construction practices do not enter the streams and water systems and damage our fish habitat. Of course the concept that we had in the office of transportation at one point was the bigger the better. We used to previously design our streets to optimize flow rate. That's no longer the case. We design our streets with community liveability as our driving force. We design for peds, bicycles, we look at how we can best enhance our neighborhoods and living areas. Portland, we've adopted some of the narrowest streets in the country, and that was all part of the skinny street program that was adopted I think about six or eight years ago. So the working group that was established to work on this report, they put in a number of hours and came up with this definition of what sustain I can't believe infrastructure is all about. Sustainable infrastructure and the things we do has links to almost everything that we're involved with at the city. River renaissance, 2040 planning, smart growth, esa policies, almost everything that we do. It's important to remember that we have a huge investment in our infrastructure. We have about \$12 billion of infrastructure for all these three bureaus. Had is a list of just some of the things that we operate and management we have 1700 employees that keep these facilities working well for the citizens of Portland. The sustainable practices is really -- it's all about what we do as well as what we use. And we do have much room for improvement, even though we've done a lot of great things in the past. The examples of the sustainable practices that I'm going to go through, we pretty much grouped into three different areas. First one being reducing, reusing and recycling. The second, habitat, natural resource protection. And the third one, use of alternative energy and reducing our reliance on fossil fuels. The below of maintenance -- bureau of maintenance takes about 75,000 cubic yards of asphalt grindings each year to asphalt plants to reuse and recycle those grindings. The water bureau takes all of its broken water meters, recycles those or rebuilding them, and out at the columbia waste water treatment plant they're currently in the process of renovating the plant and that should be completed in 2002 and they're expecting to have a gold rating as part of the lead rating system. The bureau of maintenance also recycles 13,000 cubic yards of leaves each year, and that creates about 4,000 cubic yards of compost. Crushed concrete is taken from the concrete that we get from our streets and that's turned into an aggregate base material that we reuse. Sewer excavations, they use shoring and instead of using wood that we previously used to shore up our trenches, we now use reusable aluminum. Regarding --

Saltzman: Say that last point again.

Williams: We used to use wood for the shoring of our trenches and excavations and now we've changed that to use reusable aluminum for the shoring practices.

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Hales: You use the same panels over and over again.

Williams: That's correct.

Katz: Did you use that for the work being done on jefferson?

Hales: Yes.

Katz: I thought I saw wood.

*******:** There's some wood, but a lot of the hydraulic systems were used for the most part.

Katz: Okay.

Williams: As far as habitat preservation, catch basin inserts are used to catch asphalt grindings and debris that come from the street and overlay. Erosion control measures are used to keep sediments out of our streams. And last year we revegetated approximately 260 acres of land using native plantings. Sustainable practices also are used for just our day-to-day work, such as how we stockpile materials, as well as just cleaning our bridges and structures. As far as natural resource protection, the water bureau coordinates a staff to help improve fish habitat, replanting with native vegetation means lower maintenance costs and better survival rates. Reducing the demand for infrastructure is something we're all involved with. The transportation options division in the office of transportation has a number of programs that they coordinate and implement to reduce drive-alone trips. The trip program being one of these. The downspout disconnect program in b.e.s. Removes \$6 million gallons of roof water from our sewer system. And the water bureau has a number of programs used to reduce water consumption. Alternative energy sources, recently one of our maintenance workers at bureau of maintenance was given an award, a spirit of Portland award for the innovative work he's done in developing this sewer investigation van, which uses solar power at the site. He's also involved with developing a wind turbine at the sunderland yard, which will power all the facilities out at that yard. The columbia waste water treatment plant has these fuel cells in place to help generate electricity. Currently the cells generate up to 1.4 million kilowatt hours of green power each year, saving us approximately \$70,000 a year in electrical costs. These are just a few examples of the various activities we have going on. As part of the report I would like to draw your attention to the supplemental report that was produced, and there's a list of just -- I would guess hundreds of various different activities that three different bureaus are working on that all deal with sustainability. It's quite an impressive list of various different activities. I would recommend that you just flip through it and see about all the various great things that are going on. Of course we have many challenges. Regulatory, making sure that our employees are fully aware of the direction that we're going, and of course we all have resource constraints. One of the biggest challenges I think we have is trying to understand that the true cost of what the decisions we make are. We make a lot of decisions in our day-to-day practices and quite often we don't understand what those true costs are, and the technology and the data that we need in trying to make those decisions I think is one of the biggest challenges we've had. We've seen that with the esa program and we see it in almost everything that we do. The more we can find out what those true costs are, I think the better decisions we'll make long-term. Similarly, just being able to realize the cost savings from when we do make good decisions, part of the problem is that we don't actually realize those cost savings so it's difficult for us to capture that and it diverts us away from trying to make those good decisions. Given that we have a \$12 billion system out there, we have plenty of opportunities to do even more things. Such as daylighting creeks. This one happens to be one out in cluster park. The office of transportation is looking at solar-powered parking pay stations, and the water bureau generates power from reservoirs five and six at mt. Tabor. Other opportunities include things such as travel smart, which is proven in other areas to reduce vehicle miles traveled by 14%. Equipping our vehicles that they use alternative energy, such as this street sweeper, powered by natural gas. And pollution reduction facilities which produce stormwater treatment for 2.5 acres of commercial industrial land south of columbia boulevard. So the question is, should we

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develop guidelines for sustainable infrastructure, and of course the answer is yes. The question that was -- that the council asked us is, should we use the lead standard in the work that we do. And after quite a bit of discussion and debate, we determined the lead standard which really more practical for buildings and it didn't really apply to the type of work we do. The way the lead system works is that developers and builders have opportunities to do certain things. They have options, and when they make good decisions and do more sustainable practices with their buildings, then they get different ratings, of course. The way we work is a little different. If we come up with a practice that's a better practice than what we've been doing before, we don't -- that's not an option for us. If it's a better practice, we adopt it as a standard or best management practice and it becomes the way we do business. So it's really not a rating system, but it's more trying to uncover those areas that we can do a better job as far as sustainability, incorporating those activities as standards or best management practices and moving forward at that point. So there is kind of a difference between the direction that we need to go versus the direction that the lead policy or standard is taking building practices. Our recommendation is that we develop a broad set of guidelines that would guide how the three infrastructure bureaus do our work, and based on those, we would continue to work toward adopting best management practices that would of course lead to more sustainable efforts. Our recommendation is -- includes creating a sustainable infrastructure team, composed of members from each of the three bureaus as well as the office of sustainable development. We would like these representatives to be relatively high in the organization so they do have some influence and can affect some change within each of the bureaus. We would like to see some participation from the outside experts. The sustainable Portland commission made a recommendation that we include citizens on our committee. We feel like that's an option. I think it's important that we keep it somewhat internal so that the folks who are working on these committees have a lot of ownership in the recommendations that come forward and incorporate those practices into their work. And we're concerned that if we develop it like another completely separate citizens committee, it will just be somewhat redundant with the sustainable Portland commission and we would like to use that commission as our citizens more or less our citizens advisory committee to help guide our efforts. So the recommendations for the first year is to further look at other standards and guideline that's other communities and cities are working on. Because of our financial situation that we're all in, we think that it would probably be best to maximize the work that others are doing. Currently the Canadian government has an effort that they're working on, it's a four-year project worth about \$12.5 million to come up with a standard for municipal infrastructure, sustainable municipal infrastructure. And I think we need to follow the work that the Canadian government is doing and see if there's things they're doing that we can incorporate as part of our practices. Of course just having this committee in place will create a good forum for bringing new ideas and sharing ideas between the three bureaus, which I think is probably one of the best things that could come out of this. And of course developing the guiding principles. Recommendations for year two would be to develop a report based on what we accomplished in year one and the things we found. One thing I want to note here is that when we met with the sustainable Portland commission, one of the things they mentioned to us was the idea of using the work that we're doing as far as whether we can promote it for economic development. And if there's things we uncover that can be used for economic development purposes around Portland, I think that's -- that was an excellent idea and something we need to keep our eyes open for. Because of our tight budget situations, we would recommend we use existing personnel at this time and use our existing budgets that are in place. Again, the key is to make sure we have good staff on this committee. It's important to have our engineering and technical staff part of the committee. They're the ones that can actually influence and make these changes happen. I think quite often our engineers and our technical staff take a little bit of a bad rap for not being able to produce some of

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the things that we would like to see. However, when given the right direction and the right guidance, our engineers are -- can be extremely creative. The example of this tom olman at the bureau of maintenance as a technical person can be extremely creative and come up with some great ideas and help us accomplish the goals we want to see here. Of course we want this to be a long-term commitment and there's no end to the effort that we're looking at. It's going to be an ongoing process. The -- I would like to acknowledge the folks who worked on the working group this past year. They put in a number of hours. Tom from b.e.s., as well as margaret from b.e.s., from p dot we have don gardner, marty glick, lavinia, and from -- from water, don holmes, and also kurt nichols from the office of sustainable development, and I think I forgot to mention lee ann welsh from the office of transportation. They did a great job pulling this report together and we hope that some of them will be part of the future team that moves forward. So that pretty much concludes the report. I would like to say that susan anderson is here to speak for the office of sustainable development and also jon ecklund with the sustainable Portland commission would like to say a few words. But the three of us are here to answer any questions or provide you with more information.

Katz: Questions by the council? Why don't we just hear everybody. Susan, do you want to come up? And who is coming up for the commission?

Susan Anderson, Director, Office of Sustainable Development: Susan anderson, director of the office of sustainable development. I'm really pleased to have transportation and water and b.e.s. Up here talking about sustainability issues instead of just me for a change. It's nice to have brought this group together. When they got this assignment, I think they could have taken sort of a halfway approach to this, and instead what we got was a real show of commitment and l-p and direction by the three gentlemen that were up here. They have a real new level of commitment I think to working together on this issue. To do quality research and development, something that's very much needed. And to take a really comprehensive look at how we get from where we are right now to the future. Our office will be a really avid partner in this work that goes forward. Sustainable development staff will help with technical and market research, we'll be working with standards and guidelines, and we'll be finding connections with other cities, with federal labs, with folks in europe and other places who are doing a lot of these things and trying to connect them with the engineers and technical staff within the city. I really want to thank brant for his leadership. He did a great job of pulling the bureaus together. I think that you know in general I think the city does a pretty lousy job at r & d. We don't do a good job of research and development and I know we're not a private company or corporation, but in this area I think we need to start thinking like one. We're not a company, we don't make desks or shoes or software, but we do make streets and roads and sewers, and we clean up the water and we light the streets. If we were any other company in town we would be looking for leadership from that company in doing the right thing. And the right thing obviously is wasting less and cleaning up our messes and cut you're our long-term costs. This was a big step in terms of having the bureaus all come together and work on this issue. We don't spend anywhere near the amount of money on buildings we do on all the rest of the infrastructure, so I think this is a good opportunity and we look forward to working together as a team.

Katz: Thank you, susan.

John Echlin, Member, Sustainable Portland Commission: Thank you, mayor. Members of the commission. My name is john echlin. I live on northwest 8th avenue and i'm also a member of the sustainable Portland commission. I'm here wearing two hats. One is as an architect, and the other is as a member of the commission. Personally i'd like to say that a lot of people think that designing a green building has a lot to do with going out in the woods someplace and building a house or an object that somehow is separate from everything else. It makes its own energy, produces its own water, cleans its own waste, and it's somehow freestanding and independent. And really my own

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definition of sustainability is much more urban. I think that for us to stand a chance as a society and have any kind of long-term vision we need to be thinking about designing our cities to be more sustainable. This effort is really a great step in that direction. Working on the commission, we eventually knew even though the first step we took was looking at green building initiatives and really trying to incentivise green building measures, those actions are more individual and can be done more incrementally. We knew individual -- eventually we'd have to tackle the issue of infrastructure. When the bureaus have done, they're doing a number of things already we can call green. Those are very good efforts. What this report really represents is a willingness, a new willingness to collaborate and communicate interdepartmentally. And we really applaud that effort as part of the new -- the new paradigm of sustainability is this integrated approach to planning and development. The measures outlined in the report, we'd like to endorse as the commission. We're excited and enthusiastic about those and we wanted to continue to offer the infrastructure team our support, our advice, and perspective. We'd like to suggest the -- they emphasize a few areas. One is to look for new design approaches not only that reduce the need for more infrastructure, but also are more integrated in terms of incorporating the other departments into the planning process. The bureau of planning, for example. Unless the planning decisions regarding the new infrastructure support sustainability, it's hard to expect the streets and pipes to do so. Another emphasis we'd like to see is really identify stretch goals and attach hard numbers to those. Envision what the ultimate -- you could call it ecostructure for a city might be, and then work backwards to achieve that. It's a process sometimes back casting rather than forecast. Another emphasis would be to pursue connections as we've heard with economic development efforts already in terms of as an example, stormwater management and the issues there. There are companies establishing themselves at the forefront of that technology, and that's certainly an export opportunity for businesses in Portland. Another emphasis we'd like to see or certainly priority is to green the specifications and the bidding process for contractors and subcontractors with \$12 billion in assets to build and maintain, this would go a longways towards transforming the marketplace. Last, take advantage of the city's membership in the u.s. Green building council and have input on the national lead committee. Again, a lot of this thinking is -- Portland is really at the forefront and could really do a lot in terms of defining the standard for what green infrastructure is that other cities can then follow. One last personal note is that i've given presentations on sustain I can't believe design and development activities in Portland and many cities, such as baltimore and even tie pay, and it's always interesting the reaction. One is that we have accomplished so of and so many measures that other cities are very envious of, and number 2, the question is, what is the process that got us here is that we have some kind of magic formula. Of course we all know we don't have a magic formula and we have a long way to go to really achieve a sustainable community. But we should recognize that we're ahead of the others in -- and part of being ahead is maintaining that leadership. This effort today will go a long way in maintaining that. Thank you.

Katz: Thank you very much. Karla, anybody else?

Moore: No, that was all.

Katz: Anybody else want to testify? All right, commissioner Francesconi?

Francesconi: Just one for you, susan, and one for grant. First a comment. In addition to canada, I understand that italy also has -- are very good --

Katz: Don't. Don't. Don't go there.

Francesconi: So whoever bothered to show up here I think should go on a site visit, don't you think?

Katz: Don't go there.

Anderson: I don't even want to say.

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Francesconi: What's the difference, do we -- i've been struck with some other private companies and you mentioned what they're doing, and maybe we should approach some of that. I've seen some environmental management plans in practice -- and practices from -- in the corporate side where they institutionalize it in their structure. Do we have -- are we -- is that what this is part of? What's the difference between that and our approach? In the environmental management plan?

Anderson: A lot of things I think we do in the city, we adopted the sustainable city principles and I think about a year or two ago, a year ago when you set up the new office, I think we got a real strong commitment saying all the bureaus should figure out how this works for them and what it means. So we don't have a corporate environmental management plan that encompasses all the bureaus, but what we've had happen is almost every bureau director working with me saying, how do we do this in our bureau? How do we do what -- what could be called an environmental management plan? There's opportunities to make that a more formalized process and/or to pick two or three bureaus and say we want to do this sort of like a corporation. And do, you know, use some of the environmental management planning tools and really do a more rigorous job. So we could do that.

Francesconi: Part of it may be of any process is the education that the people in the process go through. So you are beginning that. But maybe formalizing it a little bit, if it fits into your work plan, might make some sense. Which leads me to the parks side of this. I think it might have been the original charge to you as to why parks wasn't part of this. But one of the things that came out of 2020, and this is a serious point here, one of the main things that of course Mike Hawk's been saying for ten years, is the 14 infrastructure. One of the things that's come out of 2020 and parks seen as infrastructure. They really emphasize that citizen group. And then we actually did some polling on it through the public process that actually said that 85% of the citizens viewed it as green -- as part of infrastructure. So I guess when I was reading some of the things the water bureau was doing, Mary was here earlier, and she was there way ahead of me and the parks bureau is way ahead of me. But they're doing a lot of things with the help of the water bureau in terms of these practices. First of all, we have buildings, we maintain buildings too. And they do erosion control, water use, resource, about half of the water bureau things asphalt, recycling, they're all things that the parks bureau also does. So it doesn't make sense to -- it does -- does it make sense to include them? That's my question.

Williams: I know the original charge for this was to look at the three infrastructure bureaus that work in the public right of way, and we have so much interaction with everyone else in the field, that we felt like we need to have more interaction to talk about how we do things in the field. Not quite as much so with parks. But it would be fine to have parks --

Francesconi: I don't want to force them into a process if the collaboration among the three bureaus, it could distract from that. It's a genuine question on my part. At some point they need to be included, I guess. The timing may -- why don't you both talk to parks.

Williams: I think that would be a good idea.

Francesconi: And work it out as to when you think is right in terms of timing. That would be great.

*****: Great.

Francesconi: My last question is, on the alternative use vehicles, the low emission vehicles, where are we in that? That seems to me some dramatic way we can make a difference. Quickly.

Williams: I do know we have a few vehicles on order. I'm not sure what our overall strategy is for equipment -- equipping our fleet with alternative fueled vehicles.

Anderson: We haven't done a lot in a long time about eight years ago we tried out some natural gas vehicles. We have now bought hybrid vehicles. We don't have an overall transportation policy saying that we need to move forward. However, in the local global warming plan, we do have in

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there that we're going to take some significant steps. We're looking at potential for the garbage collection, solid waste collection fleet, which is a private fleet but opportunity to change those over to both diesel and low emission vehicles. I think there's some great opportunities, it will be part of what we're working on.

Francesconi: Thank you.

Hales: I've got a couple questions. Particularly in the opportunities and challenges section. You talked a little bit about costs. What do we know so far about cost and benefit? You say look at the true cost, not just the low bid cost of a new vehicle or a change in construction practice. Have you gotten any overall findings so far in terms of what we're typically going to spend ten or 20 or 50% more, about what we're -- do we have any of that kind of -- those kind of parameters yet? I know going to vary a lot from, say, leaf recycling to bridge maintenance, but what's the sense of that? Are we looking at significant differences in costs, or quick paybacks, or --

Williams: As I mentioned, I think that's going to be our biggest challenge. Whether we can overcome those challenges, i'm not sure. You know the struggle we've had in trying to determine the costs of operating the automobile on our system. It's very elusive and depending on who you talk to you get different numbers and dig figures. When you talk about the costs of leaf composting versus doing something else, that's going to have the same challenges associated with it and unfortunately we haven't -- we've done so the in trying to research those costs. So the answer is really, no, we don't have much background or basis for making those determinations.

Hales: So in effect letting the canadians spend the money and do the research is our strategy, and I think it's wise. [laughter] besides, their dollars are worth a lot less than ours anyway.

Williams: I get so many requests to take a look at different ideas that come down the pike saying, this sounds like a good idea, can you try it? Well, it's really difficult to do that with limited funds and not knowing what the long-term effects of doing something like that is. We're struggling right now with that, dealing with pervious surfacees, and exploring how you deal with different types of asphalt and concrete surfaces that will still hold up long-term. We're doing some experimenting along those lines, but not as much as we would like to do.

Francesconi: There's one last question, i'm sorry. Portland state, they care a lot about sustainable development. Is there any way -- maybe they're linked in in terms of some of their professors now, is there a way -- how linked in are they and how can we link them in more?

Williams: Right now we're working a little bit with Portland state to do some training and look at different services that they provide. We haven't really got into the sustainable infrastructure side of things, but I think that's something that could be a part of this effort that we're talking about today.

Anderson: We mostly just worked with them on buildings and more community wide sustainability, looking at planning processes and those kinds of things. So I think there's some great opportunities there, also with osu's engineering school. We've done some connection with them. So I think there are some other opportunities. What we find out continuously is that in conversations through public technology, incorporated in dr and other groups like that, we're not alone. There's dozens of cities thinking about the stuff at the same time and one of the things we need to do is look at the work plan and split it up amongst chicago, philadelphia, us and others and work on some of these things.

Francesconi: I think trevor smith is an engineer who actually went to taiwan to help look at this question. And I think he's actually talk today some folks in the water bureau about how to help in this regard. So he might be a person you could talk with.

Katz: Further questions?

Saltzman: I want to say this is really a very impressive report, and it's really -- as susan said, it's a joy to see the way they've taken this assignment and really embraced it and come forward with I think highlighting a lot of things you're already doing. I really do think we're on the cutting edge

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here. And sustainable infrastructure really is, a lot of other cities are struggling with this idea because it was my impression not a lot of people had even tackled this realm of sustainability and green building and how you really do reconnect the built environment to the natural environment. I know -- and we're blessed with a lot of good talent. John, century west engineering, a lot of firms who are in the business of working with taiwan to redesign their infrastructure. So i'm thinking there's going to be a lot of business development opportunities and a lot of opportunities maybe to have the laboratory not be Portland, but the laboratory to be taipei, but provided by firms here in Oregon, the expertise and hopefully even construction. So I hope this does tie into our economic strategies. I did want to ask about the product specification issue. I didn't see that addressed in the report. I think that was one thing john sort of mentioned. You're doing a lot of great things, but maybe the next arena we have to look at, and maybe canada is going to do this for us, but it is specifying the types of products, the type of pipe you use. There are various ways to look at one type of pipe over another, one type of fill around the pipe over another, and a tribute -- attribute various environmentally positive or negative characteristics with it, whether it's based upon the material it's made of and how recyclable or reusable that material is, to, you know, how it's mined and things like that, depending on how far back you want to go. So I think that's -- I think century west engineering, they've given a lot of thought to this and probably still is. I think it's one a lot of people are scratching their head about and saying it's a really fertile area and it's the next big challenge. I don't know if you have any comments on the idea of how we might go about getting into the specifications, do we just could the -- do the broadcast look and say what is out there and can we use it here, or can we use some of our local talent to help us --

Williams: As far as the sustainable infrastructure team, that would be a great guideline for them to look at. There is quite a bit of opportunity there. The bureau of purchases is looking at doing the -- that sustainable procurement process that they're going through right now and there might be something we can tie in with that. I know all the bureaus have staff working on that effort. And that might be something that this s.i. Team could coordinate those efforts on and work towards that.

Saltzman: Thanks.

Katz: Further discussion? Roll call. Motion to accept the report?

Hales: So moved.

Katz: Second?

Sten: Second.

Francesconi: Terrific work. Exciting future to come. Aye.

Hales: Thank you all. It's good to see this level of collaboration and l-p leadership. We appreciate and it we'll find a few inexpensive ways to innovate on our own and borrow and steal from others who spend more money. Aye.

Saltzman: Great job. Really proud of everybody's contribution to this effort. Aye.

Sten: I didn't ask any questions, but a couple of comments. I want to thank everybody. It's absolutely important work you're doing. I like the way the bureaus are coming together. As well as I think this being the right thing to do, we're in an economic slowdown, I think these are the industries if we can get out ahead of, we're really going to be what make our name. It's incredible opportunity to join with the private sector and do some of the same things. The water bureau is working hard and we're trying to do the natural step as well -- we've had a few other challenges, we're not quite as fast as we'd hoped to be, but we're going to get there. I wear to share with the council, I had a chance to attend a meeting yesterday to check in with some of the cities who are doing better with these issues, and our per capita emissions of gasses that cause global warming are down 5.3% in Portland that. Actually has international implications in terms of it makes the argument I think very concrete that you can actually take these things on potentially, which is what

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have to happen, save the planet from not overheating and not ruin your economy. We've done very well at the time we made these reductions and it's important. The big question now becomes how can we get to the next exponential level? We're not doing well enough to explore the problem to the extent it does. My request is that really as you go back and look, also just really look -- i'd like to see in the next round of this report what are the -- there's always a ton this, is no subsidy for the small important changes, but what are the couple of big things in each bureau that if we really wanted to completely change the paradigm, I don't have -- i'm not implying, what would we do differently? What would be the big step that we could take as well as the little steps and whether or not we can pull those things off right away, could we put them on the table? And really begin to think in that way of how do we get to the next level? Because I think we're very close and I think the more we can take this on not only do we set a model, create economic opportunities for businesses locate the in this town to sell that expertise to the rest of the world, and I also think it's something that i've found that thanks to the leadership in each of the bureaus, the staff seems to be excited about it. It's tremendous work. I appreciate it. Aye.

Katz: Good work. I too would like to see you raise the bar much higher in terms of being a little bit more bolder in what you might want to suggest to us over the next couple of years. Are we missing opportunities in street construction? Are we missing opportunities in bridge construction? Are we missing opportunities even in the design of buildings? Even with our green building is there anything else that we can do? The fleet acquiring fleet, where would it be appropriate to be a little bit more specific about the fact that this bureau's fleet will have x% of vehicles that will be using alternative energy. So come back, or you don't need to come back here, but let us know what you're thinking of. Put it in a memo, don't wait for a year to come back and stimulate us in supporting you to do even a greater work that you've been doing. So thank you. Aye. [gavel pounded] all right.

*****: Thank you very much.

Katz: Thank you. All right, everybody. We are almost -- let's take the regular agenda. We've got second readings, let's take item 1430.

Moore: 1424?

Katz: No, 1430. Wait a minute.

Hales: 1424, you mean?

Katz: I've got it here as 1430. It's 1424?

Item 1424.

Moore: First item on regular is 1424.

Francesconi: Aye. **Hales:** Aye. 100%, very well done. Aye. **Saltzman:** Aye. **Sten:** Aye.

Katz: Aye. [gavel pounded] 1425.

Item 1425.

Katz: Roll call. Did we have a conversation on this one? Roll call.

Francesconi: Aye. **Hales:** Aye. **Saltzman:** Aye. **Sten:** Aye.

Katz: Mayor votes aye. [gavel pounded] commissioner Sten, do you want to wait on 1426?

Sten: No, we could take it.

Katz: 1426.

Item 1426.

Sten: It's very, very technical, but this is a small code change that will make a big difference in two things. One is simplifying a very I think arcane pricing structure we have for certain commercial customers. The significance of this is if we simplify it we can get 1200 of the 8,000 accounts backlogged out the door in two weeks. The longer significance of it is it's basically an outdated pricing scheme. We have block structures whereby if you use a certain amount of water in the winter you then get a discount in the summer, and as you dig into it it was an idea that promote conservation, and in -- 96% of the customers who use it don't ever exceed the winter rate. So I

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think by simplifying it, getting rid of the tiered structure, we then move things along very quickly on getting some of these accounts fixed, but we also set the stage for real conservation pricing, because the conservation pricing in which 96% of the people reach the goal is not conservation pricing. So this is a technical change but I think it will allow us to move forward on some of our environmental goals as well as get one of the remaining problems with the computer system unstuck. So i'm very glad to bring this one forward.

Katz: Anybody want to testify on it? Roll call.

Francesconi: This is a very, very smart approach. To speed up things and make it better. This is very good work, commissioner Sten. Aye.

Hales: Aye. **Saltzman:** Aye. **Sten:** Soon we'll have 1200 less stuck accounts. Aye.

Katz: Mayor votes aye. [gavel pounded] thank you, everybody. We have about ten minutes. We'll take a recess for ten minutes and then for both items 1406 and 1407, i'm going to designate a half an hour for each and you need to let me know whether you prefer two minutes each or three minutes each, it all depends on how many people you have. But we will limit it to half an hour. Okay. Let's take a recess for ten minutes. [recess]

At 10:20 a.m., Council recessed.

At 10:30 a.m., Council reconvened

Item 1405.

Hales: Somebody who believed the public sector should be humane and innovative and progressive, and he's certainly practice that while he was here as chief of staff for commissioner mike lindberg. He also had quite an effect on Oregon in terms of the legal system, helping to found legal aid, really getting the policies in place at the state level that led to our legal -- our statewide legal aid program. He actually ran that program for some years avenue that. He had a positive impact and he believed that others could do likewise. So that's why it's so fitting that this trust was created -- that's why it's so fitting to create this trust and carry on the spirit of steve lowenstein's community effort and contributions here through the trust's efforts. I'm going to call one of those members up, but first I know we have a number of members of the steve lowenstein trust here this morning, so could we just ask you all to stand? Thank you for this good work. And i'll ask ron paul, former neighbor, and friend of his, to talk about this year's honoree. You need the portable mike.

*****: I don't know if i'm ready for that. Thank you, charlie, and --

Hales: I'm not sure -- are you on?

Ron Paul: I think now i'm on. Thank you charlie, members of council. Steve had not only a tremendous moral legacy in the city and the region, but he also had the forethought and the vision to create a financial legacy. And he created a trust that those of us here and others are honored to be a part of that present an award annually to a singular individual who, without anything other than personal motivation to do better for the community, give selflessly of their time and talent. And this year we're pleased to honor sean cox, the founder of for us northwest, a group that had he not created it, would have just -- there would have been an unmet need for many, many adolescents who are living with or have relatives who are afflicted with hiv and aids. For us northwest, along with his cofounder, jennifer k jako, have created the forum where not only can there be a social element of sharing, there can be a recreational element, there can be that interpersonal connection and bond that allows for so much comfort and support. sean has been honored as one of the young nonprofit leaders in our community. He has just created the type of program that certainly were steve here today, he would say, along with the rest of us, a hearty thank you. So sean, if I could ask you to not only receive the award on behalf of all of us and the other part of the award, which is steve's legacy as well, a check for \$7500 to pursue your and for us northwest's efforts. And from all

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of us in the community, mayor and council, those of us on the trust, I think the wider community owe you a debt that we're thrilled to be able to honor today.

*****: Thank you very much. [applause].

Sean Cox: I worked with Jennifer to start this program because there wasn't a place for kids in the community who were either HIV positive, who had a loved one who was HIV positive or who had died of AIDS. There wasn't a place for them to go. I started it for my own personal needs. My dad was diagnosed in 1985. Because of the lack of support in the community and a whole host of other reasons, he kept it a secret until 1994, almost a decade. My initial reaction was to be very upset that it had been a secret. I got upset there hadn't been other services in the community. My mom, who is here today, my dad, my family raised me to make a difference, not just to complain about a problem. So we struck out to create an organization that could give kids a place where they could come together and just be kids. Not be the kid with AIDS or the kid whose appearance has HIV. A place where HIV was something they could talk about, they could be proud they were able to confront an obstacle in their life with dignity and grace. And to receive this award in honor of somebody who made such a tremendous impact in the community, and who did such an outstanding job in sharing that, people who needed help would be able to get it, I'm deeply humbled to be named the recipient this year, and look forward to a number of years of building a place for kids in our community and with the help of those in the community to demonstrate that young people living with HIV are supported by Portland and by the work of the community. So I'm honored and look forward to many years and if any of you would like to talk more about us, we're a nonprofit organization run entirely by donation and foundation grant. As of yet we don't receive any money from the city or county, but those are things we're looking to change down the road. Thank you very much. It's a tremendous honor. [applause]

Katz: Sean? You have a family, right?

*****: I do.

Katz: Do you want to introduce them to us? They had probably a little bit something to do with your success.

Cox: You're right. First I'm going to introduce my dad, Jim Cox, in the front row. [applause] Like I, he's taken HIV and rather than have it be something in his life which is an obstacle, he's turned it into a force for change and actually works at Multnomah County now and -- in the HIV testing and council clinic and I've had people come up to me who know of my work who had a person in their life diagnosed with HIV and because they're able to talk to somebody like my dad, one of the only people in the country who is HIV positive doing the work he does, they felt they had an advocate and the support and finding out information like that and having somebody who could understand was extraordinarily valuable. My grandma, Lee Cox. [applause] My sister Allison. Hiding in the back is my mom, Karen Cox. [applause] and then somebody without who so much of this would not have been able to happen, because she lets me stay out late at night to go to meetings and come to things like this, my wife Casey Huffman. [applause]

Katz: Thank you, and congratulations.

Hales: Thank you all for being here this morning. Congratulations, Shaun. Keep up the good work.

Katz: Thank you, everybody. We're going to move on with our agenda. As I said before we started, we are going to have a half an hour testimony. Let's take it two minutes each for each one of the next two measures. We'll start with 1406.

Item 1406.

Francesconi: 1st we have a substitute ordinance that makes some technical changes.

Katz: All right. Need a motion for the substitute.

Hales: So moved.

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Saltzman: Second.

Katz: Hearing no objections, so ordered. [gavel pounded] all right.

Francesconi: Thank you, everybody. This is a proud day for parks. A happy day for parks. I guess as we approach olmstead's 100-year anniversary, one of the things he doesn't get credit for, he viewed parks as part of a whole city. So at the time, only the west side was developed, and he realized we were going to be one city, so he laid parks out through the whole entire city. So as parks commissioner, i've come much more to appreciate the role, the difficulty of remaining one city with all of our diverse neighborhoods and all of our diverse people. And also how difficult it is to remain our -- to hang on to our connection to this environment and our connections to each other.

The other thing that's become abundantly apparent is the challenge of trying to maintaining this wonderful system that we've inherited and that have been sheperded by terrific people, from mike lindberg, commissioner Hales, now myself, but terrific citizens, some of whom are in this room. It's really quite a challenge. Because what we're trying to do is make sure every neighborhood has access to a park, make sure that every citizen has access to nature like forest park, at the same time we're trying to provide services to more children and seniors who are not getting access in the system. I just briefly -- we have a special system because we also have a recreation component to parks, and one woman wrote to parks this past summer about a theater program that parks offered. Because so much of the music and art is now out of the schools, and she talked about how stephanie blossomed under your guidance. She wrote to the council letter. She went from a chide who dreaded any type of schooling to one who looked forward to each new day. She was up, ready to go each and every day of the workshop without hesitation. She was excited to learn more. Just from this theater class that she learned in parks. So the mother writes, I hope she will continue to explore theater and appreciate the opportunity you've provided. I know that this summer she has shown incredible growth emotionally and she's interested in learning. I hope this translates to her schooling and her students and her positive outlook has helped herself steam. So parks tries to do a lot of things and I appreciate we've talked with the council about their support of this levy, which I appreciate, today's the day that we need to formally refer it to the voters and to do that we wanted to present in a brief period of time the broad spectrum that we cover and how important this is to the city. So let's start with charles jordan and mary huff coming forward at the same time.

Katz: We figure about 11:10.

Francesconi: So what happened is, we had some invited testimony, we've --

Katz: 11:10.

Francesconi: We've crowded this in. So people have to be brief. But I want to lay this out for the council. Go ahead, charles.

Katz: Excuse me. We don't permit signs in the council chamber. I know, it's going to be a tough deal. Even small signs. Small -- with small people attached to them. All right? Thank you.

Charles Jordan, Director, Portland Parks & Recreation: Thank you very much. Mayor, members of the count, for this opportunity to -- I want to thank you in advance for the chance to go before the voters and share with them what we consider to be one of their most valued and loved assets, and give them our best professional judgment as to what we think the state of their state is. It couldn't have happened at a worse time, because normally when things like this occur you can turn to your friends and your partners, but in my conversation with our strategic partners, the y and the boys and girls club and campfire, they're hurting to. So this is a challenge we're all facing and there's no one else we can turn to except this opportunity to go before the citizens of Portland, share with them what we think we see, and then ask them how would they like for us to respond. As we all know, kids are going to reck rate. The challenge is will it be possible five -- positive or negative recreation? We provide positive and constructive opportunities for kids, but we all know there are some who decide that they want to engage in negative recreation, and we need to try to address that

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as much as we possibly can. What has further enhanced our challenge with kids and there's another group. I think all of you saw the morning paper where there is a crisis of obesity among young people. And computers, video games, and tvs are taking a large segment of the youth population and occupying their time. How are we going to access that group? I really don't know. But this is something that mark young from the ymca and the boys and girls club and I have talked about. What are we going to do? Because it is a crisis. And one of the challenges that we face of course would be outdoor activities. And that is what the study is showing, that they're not getting out there, they're not getting enough exercise. So that is a challenge we face on the program side. And we can speculate what's going to happen to the young kids. We can look at what the posters are saying about the american people, they're not going to travel as much this next summer, they're going to stay closer to home, and therefore they're going to be accessing their local facilities, their local parks. This is a new group that we will have to accommodate. So we can speculate what they might do. But there's one area we might -- don't have to speculate at all. And that is the infrastructure of these facilities. And so we know that today with a little help we can renovate. But tomorrow without the help we're going to have to replacement and so this morning I want to have the opportunity to present to you mary huff, who is in charge of our operation, and mary brings a level of sophistication we haven't had in the 12 years I have been here. As we try to assess the conditions of our facilities and also the solution to the problem. So she's going to be able to share with you where we are today and then other speakers will be able to come behind her and to support that as well. So mary?

Mary Huff, Operations Manager, Parks and Recreation: Just in case this presentation doesn't work, I brought backup.

Katz: Mary, because some plans have changed, could you --

Huff: It will be quick.

Katz: Be quick, because i've only given laugh an hour, even though I know the commissioner wanted originally a whole hour on a time certain.

Huff: The first slide when it comes up, i'll go ahead and start and we can continue. It's showing some of the degradation of the street trees and urban canopy. That's our urban forestry division. One of the further speakers will talk more to that. So I won't continue. The second photo is tennis courts. We weren't able to open these tennis courts this year because we didn't have enough money in the operating budget to do the routine maintenance on them. And this kind of -- we had to cancel the program very late in the season because of it. The neat thing about tennis courts, it -- planned maintenance, like we'd like to do, is what we've been doing so-to-get by is patching. If we could replace or do a remodel instead of patching, would it cost over the 15-year life after tennis court, about \$12,000 less overall. Rather than patching every year if we could just replace them on a regular replacement sigh kell we could do that. That's what we want to start aiming toward, to get some of these facilities up and running on a routine basis. The next slide shows one of the retaining walls that we have. We have 37 retaining walls throughout the city and they need routine maintenance. These are things that only have to happen about once every 30 years, but we're kind of coming into that cycle where we need to start working with them. And these operating -- this operating 11ly really help us start to catch up on some of that. Mt. Tabor yard is a whole other aspect. We've got something that's originally a horse barn, the buildings are old. I just flipped through several slides, it shows the aging of them. The energy efficiency if you look at some of these doors, these are actually where people work during the day. And the -- they can't keep them heated or keep them up to a temperature. Most of the heating systems are straight resistance and are very inefficient and we could save quite a bit of money on that. The other picture I have shows the degradation. These buildings are close to 50 years old. So many of them are showing signs of dry-rot. You can't paint over dry-rot very well without it peeling the next year. That's a very high life

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cycle. This is the locker room facilities for the folks out there. You can see the emergency shower. Again, it would really help us with our folks if they had a better place. This is a temporary restroom that was put up that's been in operation for years. We've got a scheme that we think we can put together new type of restroom and save not only initial capital costs but ongoing operating costs. If we can replace them with a lower cost and we're looking at doing that with the levy. Parking lots need to be redone. Again, if we let them go too much longer we're going to have to redo the underpinnings instead of just patching and sealing. We have a dock, I didn't realize we had ten docks throughout the city where we allow access to the willamette and the slew. This shows one of our dock that's in need of repair. The other slide I have is vandalism. It shows the pier park soccer field, we've had three of our fields hit in the last two weeks. We don't have -- that has to come out of our operating budget because the limits that we get help with risk management, \$100,000 --

Francesconi: Can you show the audience that soccer field? During the next testimony, just keep flipping the pictures so people can see it. Keep going.

Huff: Flip the pictures so we can catch up. That's mt. Tabor yard showing the yard -- dry-rot, that's the employees place, that's our locker room facility. That's the restroom that we can't shut the doors on anymore. It was a temporary that was put up years ago. The parking lot showing the signs of degradation. The pier. We've had to put swivels because it sinks on one side. There's the -- that broke my heart. It should break everybody's heart in here. That's pier park, both the baseball and the soccer field were hit by -- the last three fields like that in the last two weeks. And then, we have to compensate for that out of our regular budget. The next three are techie ones. They're panels, outdated panels. This one has to be left on all the time. The next one is in the middle of mud puddles. Somebody has to do electrical work in the middle of a mud puddle. This is just old outdated panel. This is my favorite. This is circa young frankenstein. This is actually a hot stick. The only way to turn that transformer off is with a pole. You can't touch the original equipment. That's at lents field. It's over 60 years old. I've never seen one in operation before. I've seen them in museums, but we have a museum piece here.

Katz: Okay. Thank you.

Francesconi: Do you have the slide -- I want you to show the --
*****: The grass?

Francesconi: Yeah.

Huff: I don't have those on the power point. This shows where we've gone as a parks district. In 1967 '68 we had 1500 developed areas and 315 operations employees. '86-87 we had 2600 acres and 225 operations in place. Or 11 employee for every 11 acres. In 2000-2001, we're up to 3100 down to 218 operation employees. Some of that efficiency we gained with mowing. Back in the '60s they used to hand mow. We've got an excellent mowing operation now. The thing that's going to hurt us the most is if we have to absorb these budget cuts i'm looking at 15 to 25. So that will take me up to probably over 25 acres per employee.

Francesconi: Thank you.

Katz: Thank you very much.

Francesconi: The next three, reverend bethel, theresa johnson and michelle winningham. Please come up. I'm sorry, I apologize. I didn't know this was going to happen. If you could make it brief, but thank you. Is theresa johnson, michelle, are they here? Do I have the wrong list? I'm sorry. Larry black and barbara rummel, superintendent rummel.

Rev. T. Allen Bethel: I'm a remember of the parks board. There's a song that says our children are our future, and indeed I agree. Not only are the children our future, but the children are our children of today. And there are many appearance who stay at home by choice and there are many appearance who stay at home by constraint of no employment. And yet they have to face high child

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care costs. But parks gives them a place they can access, that they can have recreational facilities, that they can have a chance for social engagement, social outings, and a place where the health and welfare of children can indeed help and be of a support to a family. Many will not have opportunities unless there is a well maintained park system, recreational facilities and recreational programs that are offered on a continual basis so that our people, our citizens of this community, of all economic stratas and all economic can I verse stratas will have a place in which they can come. So therefore I support the parks levy. Because we need the operating money, we need the money and above all, we really need to get rid of some of the equipment that still have lead-based paint that indeed is a health hazard not only to our children, but to the well being of our citizens. Thank you.

Katz: Barbara?

*****: I think we were all proud --

Katz: Identify yourself.

Barbara Rommel, Superintendent, David Douglas School District: I'm sorry. Barbara rommell, superintendent of david douglas school district. I think we were all proud when we heard the city of Portland was named the best place to raise children. And I certainly think the schools have a stake in that kind of recognition. But another really important part of that kind of a reward is the fact that we have an excellent park system that develops ways to help our students and all of our citizens. The citizens of the recently annexed outer southeast section of the city consistently look for evidence that the city is attending to their needs with the same enthusiasm as other areas of Portland. And that can be evidenced in some of the parks activities that have taken place in the east section of our city recently. At benedict park, the east Portland community center is consistently busy. Recently I had citizens meeting, and one of our citizens was mentioning how he was completely opposed to siting the east Portland community center where it was. And he has made a complete turnaround. And he has -- is one of the biggest advocates now for enhancing that center with a pool and other kinds of things. As far as the after-school programs that may be part of this levy, I think we all recognize that particularly at the middle school level and the elementary level, it is so important to keep students busy after school, particularly in a time when many families are working full-time and having a lot of difficulty in making sure their students are productively busy. So I want to say that I think that this levy could do a lot to enhance services that we have for the whole city, and I look forward to working with david judd and others to see what kinds of things we can do to particularly enhance the outer southeast section.

Katz: Thank you.

Larry Black, Parks Foundation: Good morning. I'm larry black, i'm on the parks foundation, and i'm here to mad ma'am mayor and council members, to urge you to support the levy that we're discussing today. I know there's a lot of reasons for various groups to support the parks. The children that came in today with signs that shouldn't be here, their appearance, senior citizens, there's just a huge contingent that I think want to see the parks maintained. We have a fantastic park system here, we're proud of it. I've been in business almost 50 years in Portland, so I guess I could represent the business community. I'm looking at the perspective perhaps of those that are interested in Portland's growth, I think it's just within the last two or three years "money" magazine named Portland as probably the finest most liveable city in the country. We have to maintain that image because companies that are considering locating in various cities look at all as expects of the city and the surrounding area. We need to have our parks maintained at a high level, because that's what these people are going to look at. We're proud of our rose garden. We're the rose city. But there's many, many other parks that i'm sure will assist us in encouraging companies to come in and bring their employees, because we need that vitality. We're losing some businesses here as you know in the high technology area, and we need to replace that and maintain our economic viability.

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So as an earlier testimony said, every individual perhaps can make a difference. I think every individual as a voter can make a difference. So I'd like to urge you to support this levy. Thank you very much.

Katz: Thank you, Larry. Good to see you.

Francesconi: Linda Simonton, Scott, Mary Agnes.

Scott Montgomery, Portland Parks Board: I'm Scott Montgomery, a member of the Portland Parks Board. I'm also chairman of the advisory committee for youth basketball. And a representative, I'm representing the sports field user groups to advocate strongly that we place this parks levy on the ballot. Without passage of this levy, we're concerned there will be significant cuts in both program staffing and increases perhaps made in youth sports fees. These fee increases would be felt by all, but would be more likely to have a dramatic impact in disadvantaged areas where we have -- that have the fewest positive alternatives available to young people. There are numerous studies that indicate the importance of participation in youth sports in building self-esteem and an appreciation of the benefits of teamwork. Our recreation programs keep our kids engaged in positive activities. And it's clearly the investment in these programs for youth pay a tremendous dividend to our community. Our programs are very successful. We serve almost 22,000 kids. Basketball has 5400 children participating from November to mid-March, baseball and softball combining all of their programs, serve almost 5900 kids, and soccer leads all programs, as any parent might know, by -- with about 8,000 Portland kids participating. And in addition, there are other activities with fewer participants. Football, volleyball, cross-country, lacrosse, track and field, sports fitness, and while these activities serve fewer kids, they are no less important, nor no less competitive. And in addition, our Portland Parks programs also serve 20,000 adults. As you know, most of these activities are conducted on sports fields, and it's essential that we continue investing in providing safe, well-maintained, school and parks sports fields for these programs. As you know, the Portland Parks Department maintains fields for the Portland public schools because they can no longer afford to maintain them. But if we didn't do it, who would do it? What are we trying to say? Youth programs are an investment in our future. They're our heritage. I strongly urge you to support the parks levy with your vote today. With passage of the parks levy our youth programs can remain a primary part of the vibrancy that makes Portland so desirable. Thank you.

Katz: Thank you, Scott.

Linda Simington, Principal, Lane Middle School: Mayor and commissioners, I'm Linda Simonton, the principal of Lane Middle School. And -- in Southeast Portland. We're also at -- a S.U.N. School, so in addition to our mission of improving academic achievement, we also have the commission of providing social and health services to our children and families and parks and recreational services. We are only able to do that because of our partnership with the city and county and other nonprofit partners in our community that really enable us to provide the support that children and families need, especially in communities like Lane. 67.5% of the children who attend Lane Middle School receive free and reduced lunch. Many of their appearance, when working, are not only working one job, but two, and they're not working for extras, they're working to support the very basic needs of food, clothing, and shelter for their families. During the school day, the teachers and staff work very hard to help each of the children achieve at the highest levels that they can in reading, math, and the academic areas. But we all know, all of us who have families, that children need much more than that to live healthy and productive lives. Parks and recreation in our school, has enabled us to begin school an hour before our regular day begins. We have sports activities and art activities. After school we often have over 100 students in our cafeteria in homework club, where they must complete their work before they get to participate in all the fun additional sports and enrichment activities that we're able to offer our kids because of your assistance. I just urge you to support -- to support this levy. Your programs mean so much to

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us. Your personnel are just a part of our team. We no longer see how we can work alone to help the children of the city. So we ask for your support.

Katz: Thank you.

Mary Agnes Proser: My name is mary agnes proser, and thank you for hearing me today. I was born and raised in Portland, and for the past leave years my husband and I have owned a home in the city. We have three children, ages 11, 8, and 2. We are a family that swims for fitness and recreation. We live near to the wilson pool and every summer we buy a pool as. Our children have taken lessons there and we've rented the pool for birthday parties. We love the wilson pool. It provides our family with a fun healthy outdoor activity that we can share with our neighbors and with friends. My children's highest highs are the days when they get to swim at the pool twice. In the afternoon with friends, and at night with us. Their lowest lows are the days when the pool is filled to capacity and they're turned away. The wilson pool is the only outdoor public pool on the west side of Portland. Buses bring kids from all over the city on a daily basis to fill it to capacity. The wilson pool has major maintenance issues. It is leaking on average 10,000 gallons of water of day in the summer, which creates temperature fluctuations. There are teams my 2-year-old has been unable to stay in the pool because it's so cold. The concrete decks fill with water, making them slippery and hazardous. The wilson pool is a structure that's been around and it deserves to be maintained and preserved. It's a unique facility for us and it's an important community gathering spot. Thank you.

Katz: Keep going.

Katz: I'm going to ask you again to make it very, very brief.

Mark Frischmuth, Kiwanis Club: My name is mark, i'm an owner of a local financial planning firm and member of a local kiwanis club. As you probably know, we're dedicated to surfing the children of the world, a very broad mission. We focused our activities on working with the youth at the university park community center. What we've done there is started a venturing crew which is an organization designed to work with teenagers in helping develop leadership skills, do community service and participate in broadening experiences to give kids a chance to do things they might not goat to in their course of their day-to-day lives. Some of the specific examples i'll let march sell -- marcel go into. He's been a participant in that group. I think the real value of this club that we've started at university park is that it allows these youth to surround themselves with other people who are going to positively influence their lives. I think all of us are influenced by the people we surround ourselves with and there's a synergy that takes place, either positive or negative, in those interactions. What this is all -- has allowed these youth to do is to focus their energies positively and to reach out, develop their skills personally and to have a positive impact upon their community. Looking at university park as a whole, I think it meets a very similar role, not only for the youth who utilize the facility, but for people of all ages. I think that in this neighborhood, the university -- that university park serves adjacent to the columbia villa housing projects and a neighborhood that is not as economically advantaged as many in Portland are, that having an environment where people can focus their energies positively and be supported in their effort to do that is absolutely critical.

Katz: Thank you.

Alex Johnson, Student: Hi. My name is alex johnson and i'm an osu student. I met many of you on several occasions concerning my work since 1996 at the forest park ivy removal project. I'm very grateful for the opportunity that Portland parks and recreation gave me to be recognized as a young adult with decision making capabilities and responsibility, and -- in a society in which youth is often neglected for having these skills. And through my involvement with the project, I became more aware of community affairs going on, like I came -- I attended budget hearings and several community meetings concerning the state of affairs in the community. And Portland parks and

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recreation just encouraged my growth and influenced my decision in becoming -- pursuing natural resources, management, and human dimensions in recreation studies at Oregon state university. I believe the most rewarding aspect of working at Portland parks and rec is seeing the changes that it has in people's lives. I've worked with several individuals and they've told me because of the high expectations that I have placed upon them that they -- their lives have been changed and they feel that they can pursue more positive venue and activities in the future. And I believe that the through -- i've seen over the years the operations and the efficiency of many of the people pulling together and giving their all and working together in order to make Portland parks and recreation function, and I feel it's important to support this levy in order to commit by the community to the contribution and improvement of Portland parks and recreation.

Katz: Thank you very much.

Myra Gomez, Student: I'm mira gomez, a senior at the university of Oregon. I work at the university park community center throughout high school, actually better known as the rec to us. It's a great place to hang out. It's a place where an entire family can get involved. I heard a lady mention that she enjoys swimming with her family. My family enjoying gag to the rec and enjoying. My dad coached the valley ball team, my mom helps plan any cultural activity and other activities. We translate for people there. I just can't tell you the positive impact that i've seen throughout the years on children there. Our children -- the kids there cannot pay for a summer pass. They cannot pay for the classes, but they're there because the people at the rec have the heart to let the kids hang out there. And I can't believe that support is even questioned for this levy. Just -- just going there and seeing how much the kids love being there, you would know how important Portland parks is to the kids. I've worked for Portland parks the past two summers because I like it. I mean, I really enjoy spending my summers with these kids and seeing the familiar land use there. And having bilingual people really connects the la teen ownership community with the african-american community with the white community. I've helped families meet the past two summers, just translating for them, oh, my kid goes there, and my kids goes there too. My dad doesn't speak a word of english and he's friends with lee, and lee doesn't speak spanish. [laughter]

Katz: Thank you.

Francesconi: That was beautiful. Very beautiful. Our last panel, and I appreciate how you're all handling this, marcel, lane, david, and tony. So bring a fourth chair.

Katz: And then that will bring the testimony to a close. That will be just a little over half an hour.

Francesconi: Thank you, mayor.

Katz: Go ahead.

Marcell Goss: Hi, my name is marcel, i'm a youth member at university park center. I've been a member at university park since the age of 6 years old. I have participated in many basketball teams, football teams, and after-school programs that helped me with my homework. Right now i'm part of the group marked talked about, every month we do a community service like help out the community service, we downspout disconnect, we cleaned up the camp for the little kids, painted the camp and swept, made way for the kids in the wheelchair. The rec does so much for me and my family. My little sister is deaf and the last couple years they had sign language people come and sign for my sister so she can play with the other little kids, and now all the little kids play with my little sister and it was hard for us, because my sister is deaf, but university park made a way for her to come and play with other kids and be a normal little kid, and I just want to have the same opportunity, positive for me that I have for other little kids coming. Thank you.

Katz: Thank you. I'm going to ask the three of you who please make it brief.

Wayne Lei, Urban Forestry Commission: I will. I'm wayne, a resident of southwest Portland. My two kids go to Portland public schools. I currently serve on the urban forestry commission of

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Portland and the vice chair, spent six years on the board of friends of trees. I work for pge, i'm speaking my own views today and sharing thoughts as a member of that commission. I urge your support of the levy proposal. The two reasons i'd like to focus on, the connection to the maintenance of school athletic feeds and the support of the fundamental need in the city to maintain its urban forest. Regarding school athletic feeds, I think -- they are simply in terrible shape. I'll relate three personal anecdotes. I was driving past portsmouth school in north Portland this last summer, the condition of the ball fields was simply appalling. They were weedy, so overgrown, they were unusable on a warm sunny day. There wasn't a kid in sight. My younger sister teaches in southeast Portland, she told me the pe teach her to mow the -- mow the lawn herself in order for the school to have a field day. My son's soccer coach refused to practice at the middle school they were assigned to because he thought the field was too dangerous. Somebody was going to get hurt. The -- with regard to the urban forest, it's fundamental. Some of the critical things the levy will support includes removal of hazards, the replacing of damaged or aging trees, supporting the continued safety and maintenance checks that are required of the large trees that this city is justifiably proud. As a member of this commission, these are activities that have to be supported in order to have a viable program in this area and to have a viable urban forest. I think everybody in this room realizes these funding decisions aren't going to be easy. I would urge your support of the levy for the reasons that have been discussed already, but for the fact in these two areas I discussed, these aren't extravagances or luxuries, they're simply the bottom line in maintaining the livability of Portland.

Katz: Thank you.

David Patte, Friends of Forest Park: My name is david, friends of forest park. I'm -- i've been asked to speak on behalf of green space and the natural resources program. And the importance of the levy to that program. This is a toughest time in two minutes I believe --

Katz: A minute and a half, actually.

Patte: A minute and a half. Mike spent years compiling the importance and capturing the importance of green spaces in a book called "wild in the city." i'd like to make two points. One is the green spaces in the city are as important to wildlife and to people as well as wildlife. Secondly, our green spaces require active management so they stay wild. For native fish, birds, and plants. And that the active management is needed so they -- these spaces stay accessible and safe for people. On the importance of green spaces for people, we've talked about recreation, but I clearly think green space resist an essential element to Portland's livability. The recreational as expects bring family, bikers, joggers, but the big difference is these places are wild and we get a sense of wonder and mystery every time we are in the forest or we hike by a creek. And these places are important as places of refuge and solace in difficult times, and certainly as alex mentioned, they provide a sense of wonder and mystery to kids and become an essential part of kids and school groups' educational efforts.

Katz: Thank you.

Patte: As to the importance to fish and wildlife, I think we know about the esa and threatened endangered species, and i'll move on. But the key thing I wanted to point out is the levy reinforces the aspect that we need to actively manage these spaces. We need to control noxious weeds, we need to control for invading insects. We need to control for feral cats and other nonnative animals. But we also need to manage these spaces for -- so we educate people so that illegal and inappropriate uses do not plague the system and finally i'll mention two last things, safety and fire management. We need parks management for those two.

Katz: Thank you. Tony?

Tony Palermini, Parks Board: I'll be fast. My name is tony, i'm the retired superintendent from the david douglas school district. I was a member of the team that put together the 2020 plan and

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currently serving on the parks board. The parks board is a rather unique entity because one of the strong mandates from that vision plan was to have a board follow through on the recommendations made in those -- in those -- in that plan. And so as a result, I can tell you that the board wholeheartedly supports the proposed levy election. We understand approximately \$10 million will result from the proposed 11 and I that 2 million will go into backfilling for the anticipated reduction in the parks budget. Coming up at the new fiscal year. The board would -- I would strongly urge the council to use the remainder of those dollars for enhancements to the program. I think we can see out there, you've heard all the testimony, the importance of continuing to improve our program and with that, via lot more to tell you, but I know we have some really interested people back here.

Katz: Yeah. Thank you. All right. There's no more testimony before us. We're not -- half an hour is a half an hour. I'm sorry. Otherwise we have somebody changed the schedule on me, and on commissioner Francesconi, and we just are not going to have the time.

Francesconi: Can I ask, how many -- the public testimony, how many people --

Moore: Eight people signed up.

Francesconi: Okay. Is there time after commissioner -- well, okay.

Katz: Okay. If there's no further testimony, roll call.

Francesconi: Just briefly, why are we recommending a parks levy now? I think maybe mira said it the best, though I think -- first i'm so proud just to be associated with all you people. And what my. Mira said was, blacks, whites, latinosaurs talking together, even when they didn't even speak the same language. That's one of the main reasons we're doing this. Sometimes i'm wondering if we're speaking the same language. But parks brings us together as a city and a community, and in tough economic times, we need parks that are free and we don't need to be charging these fees and we need to come together as one. And we need places for our kids to figure out what's important to them, and for our adults and our seniors in our connections with the natural environment. So we have to enhance this parks legacy on the physical side that it's embarrassing to see those pictures. Did our foreparents create a system like that? Are we doing our part with those photographs? The other thing we need to did is a better job with our seniors, maintaining the natural areas, but we've had an historic Portland police with our schools that are hurting. We need to support our schools and that's the other part of this. The after-school programs here, the maintaining of the school facilities, the maintaining of the playgrounds I think most of those lead-based paint are actually on school property, not parks property. We need to replace them. The city needs to take that role and that's what we're proposing as part of this effort, to enhance the unique Portland police with our schools that we have the same customer, the kids. So the last thing I want to say, now it's incumbent upon us not only to vote for this thing today, but to pass this thing. We owe to it those kids right there for us to do our part. The way it was done for us. Aye.

Hales: I'm very pleased to vote in favor of this morning. Jim, first I want to compliment you and the citizen volunteers that have worked with you and your bureau for bringing us a really solid proposal. This deserves my vote and -- as a community leader and it deserves all of our votes as citizens when we get to take action on this when the ballots are sent out. And I intend to vote for it as enthusiastically that day when it costs me money, as I do this day when it doesn't. Because it's money well spent. It's money well spent on the kind of programs that we know make this a good place to live, after-school recreation programs, options for kids, and on maintaining what we all own together. Larry black referred to the frequent designation of Portland as the most livability city in the country. We're all proud of that, but it's important, and this is one of those clarifying moment toss remember why that's the case. It's the case not just because of the physical landscape of the city, or the things that we own privately, like our homes or some lovely old buildings downtown, it's the case, and this is the critical difference between Portland and everywhere else -- it's the case

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because we haven't given up on what we own in common. We still send our kids to public schools, we have our community events at the downtown square or the village green, we call it water front park, we can find nature right in the city in forest park. These things we own in common. What's different between Portland and other places, we still cherish and take good care of what we own in common. And that's the responsibility that we have as citizens when a good proposal is sent out to us as voters. That's why I'm very bullish on voting for this as a citizen, because I think it's our responsibility to send this kind of maintenance effort to our citizens and then it's our responsibility as citizen to vote for us, look forward to that very much. Thank you for good work. Aye.

Saltzman: Before this -- the earlier this morning we had a fascinating report from our city bureaus about how to look at our infrastructure, our pipes, our roads and everything, and how to do these in a sustainable manner. I think as commissioner Francesconi mentioned, parks really is part of our green infrastructure too and we need to look at that -- looking at parks in that context, not only for sustainability efforts but the overall livability issue that makes this place a great place to live and certainly our parks are part of that and this levy is well thought out and well crafted. And I'm very supportive of it. However, I am going to for procedural issues, which are too complicated to go into, I want to have the vote to send this to the voters occur next week on the same time we vote to refer the children's initiative to voters. So by my voting no today, I will vote yes next week and it will go to the voters so there's no need to worry, but my vote today will be no.

Sten: It's all been said more eloquently than I'm going to say it, but I want to thank commissioner Francesconi and all the activists here for putting together a very good proposal. I'm in support of it and will probably more importantly vote for it today to work with you to try to pass it. I don't think it's going to be easy to pass, let me just put one note on this. People are unemployed and now to check to see, are we in these hard times willing to continue to invest in the future. I think we can win this, but it's going to be very, very difficult there. Are places children can take signs other than city hall and we're going to need to get those -- get out there and get the message. I think it has to be a positive one of connecting with people, now is the time to invest in community and focus on what's important. And if there's -- I don't think there's anything that's up there like giving places -- safe places for kids to go after school and investing in what we have, and protecting the environment. I think we can win with this, but it's going to be a hard struggle and I hope you'll all sustain this effort for another five or six months because I think it's going to take every one of us more to pass this in May. But obviously I'm enthusiastic and thank you for giving me the opportunity to work on this. Aye.

Katz: I just want to explain, I'm going to vote aye, but the motion will fail because it's not unanimous and it has to be unanimous. So this will come back for a second reading next week.

Auerbach: We have a procedural problem. If it doesn't come back unless it's refiled --

Katz: It will come back. It will come back. One way or the other. I'm the one that has to put the budgets together. With the help of the commissioners, the bureau managers, and our own fiscal staff. And every year when we look at the parks budget, it becomes quite evident that there is no way we can maintain what we have with the resources that currently are available to us. We did an analysis over the long term to see how much resources we would have to put in to maintenance and to take the green spaces that are given to us, or the green spaces we buy and hurricane take them for the future. And the gap between what we have to do and the resources we have are terribly limited. And the only way we could have continued this was raise fees. And at some point when you do that, you lose your customers -- you lose your customers. Because many of the customers can't afford to pay those higher fees. And so when commissioner Francesconi and I talked about this, I said, you know, we're probably looking at close to a \$15 million shortfall for the next year, which is about accurate. It may be a little higher. Maybe 14 to 14 to 16. And I said, if we do that, there will have

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to be some major reductions everywhere. And of course I say no police reductions, he says no fire reductions, no park reductions, and commissioner Saltzman says and boec isn't going to take any reductions either. So i'm in a quandary. Even if we fired all of us we still don't have the money to balance the budget. So I thought it was a very wonderful idea to put together a proposal, and the proposal you just heard, and to begin addressing some of the major needs that this community has. My hope is, and i've had a conversation with commissioner Francesconi, but we'll continue talking about it, that we might want to backfill a little bit more, depending on where we finally land in the final budget. Because I would still even at a 14 to \$15 million shortfall have to make additional reductions. So that's a conversation that can go on in the next couple of months. But certainly this is an opportunity for us to do something for our children and leave a legacy for this community. We are the kid friendliest city in the country, and if we are going to be have that distinction, we need to support our parks and our children of, and we need to support the elderly who also use our parks system. Aye. [gavel pounded] so the motion fails.

Francesconi: Procedurally, this -- the reason this -- I don't want to have a debate. This isn't my intent. I'm trying to -- so I wanted this as an emergency because now it means it doesn't go into effect for more than 30 days after it's passed. And there's some filing deadlines that have to be met.

So I guess now, commissioner Saltzman, because it failed on your vote, you have to -- you're the one that has to bring it back for reconsideration next week. So I guess i'm asking --

Saltzman: I'd be happy to do that.

Francesconi: What's commissioner Saltzman have to do?

Auerbach: At this point you have basically two choices. Commissioner Saltzman can make a motion to reconsider --

Katz: He has to be on the prevailing side.

Auerbach: -- make a motion to reconsider the item and then if you agree, then you can have an amendment to remove the emergency clause and then it can have a second reading and a vote next week. Or you could refile the item for consideration next week with or without an emergency clause. If you filed it without an emergency clause you'd have to have two more readings.

Katz: I don't want to -- let's do that. We have a whole day to figure that out. I do need to question that harry, a little bit more and poke at that a little more. We can do it a little later.

Saltzman: I'll be happy to do whatever options --

Katz: We'll get it done, whenever we get it done at the end of this morning or in the afternoon. We won't adjourn until we figure out how we bring it back. All right.

Francesconi: Thank you, everybody, for coming.

Katz: I am sorry we didn't have the time. We're still running over time, but we're going to continue. All right. Item 1407. [gavel pounded] could you please move out quickly? [gavel pounded]

At 11:45 a.m., Commissioner Sten left.

Item 1407.

Katz: Okay, everybody.

Saltzman: I'm pleased to today present another referral to the voters, which is the children's initiative. And unlike the parks initiative, which already referred to voters in may, this initiative will be referred to voters in november. As we've seen demonstrated by the previous testimony on parks, I think both citizens of Portland as well as members of this city council want to make children a higher priority. I believe the proposed children initiative fits into the city's core mission by providing for public safety, promoting a robust economy, and keeping families with children in the city. The children's initiative would make contributions in all three areas. Specifically the initiative will create a \$10 million per year children's investment fund to target three areas for investment. One is early childhood learning, two is after-school and mentoring initiatives, and three

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is child abuse prevention. These three areas were chosen because one, the need is great, two, research shows that investments in these areas pay off, and as I will explain, these investments make a major contribution to the city's core mission. All three areas affect public safety. Child abuse is perhaps the most obvious example. Child abuse is a public safety issue and preventing it makes our public safer. One thing I know, I know child abuse victims become victimizers. They have alcohol and drug problems, they also become part of our homeless population, adults or youth. After-school and mentoring programs also have direct public safety benefits. We all know the hours between 3:00 and 6:00 p.m. Are when the highest rates of juvenile crime occur. So giving kids a safe place to be protects them from being victims of crime and steers them away from criminal activities. After-school programs provide the city with a major competitive advantage too with respect to our suburban school districts. I'm sorry, I got off track. Save that one. I wanted to say after-school programs like s.u.n. Schools, self enhancement, boys and girls clubs, are all proven to be effective in this regard, giving kids something to do, keep them from being victims of crime. The center for disease control did a recent study about mentoring and showing positive adult role models or programs like friends of children are one of the most effective ways to reduce violence. The citizens crime commission kids report done last year identified targeted investments in early childhood as the most effective way to reduce juvenile crime in the long run. Investing in children contributes to a robust economy. I think we all know today the global economy favors a highly skilled work force. Tomorrow's work force demands mean we need to be competitive and more than anything else we need a well-educated pop land use. All three components of the children's initiative are proven to improve the academic success of children. Failure to invest in our kids means our other strategies will ring hollow if we can't fill the jobs with people from Portland. The children's initiative will also help Portland's public schools. Because it will help keep families in and attract families to the city. We're all familiar with the problem of families leaving our city. We know the Portland's public schools are facing declining enrollment and suburban schools are booming. I truly believe after-school programs provides us a marketing advantage over other school districts. If we can truly offer parents the opportunity to drop their children off at school at 8:00 or 9:00 p.m. And not have to worry about picking them up until 5:00 or 6:00, that's an advantage we'll have. It's a benefit to academics because the schools will educate kids and lower the drop-out rate. It's a benefit to the parents to have a safe place for their kids to be after school. And this is particularly important with the increase in single parent families in the city and in this region. I know from firsthand experience that if you know your child is an -- in a safe program and you know where they are and -- in those afternoon hours, you have more peace of mind about your kids and that's going to make abetter employee or a better employer. And for every child with every family that has children that moves into Portland, that means more dollars for Portland public schools. Finally, the children's investment fund is good for our community because it can leverage significant additional investment. Seattle's children's levy was matched by local foundations. And i'm optimistic our local organizations will also step up to the plate as well. And these dollars can also leverage significant federal dollars. Early head start and head start programs for every local dollar we put in could be matched as much as seven to one. Overall I believe the children's initiative is a good idea, it's a way to help the city address real needs that will not be addressed without this initiative. And it's time -- its time is now. It addresses the core mission, investing in children is a shared responsibility. Each government should step up to the plate to bring more resources to compliment and not duplicate existing services. And it brings new resources for kids that are not served otherwise by programs that work. So I urge to you give Portland's voters an opportunity to demonstrate their support once again for children. And I have some invited --

Katz: We have some elected officials. Why don't they come up.

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Saltzman: I have county chair Diane Linn, county commissioner Marie, Jim Johnson, and Gun Denhart.

Katz: We have Debbie Menash here.

Diane Linn, Chair, Multnomah County Commissioners: Good morning. Dan Saltzman, thank you again for bringing this forward. We really appreciate the opportunity to work with all of you in coordinating the whole entire discussion about levies when they need to go out, how they should be structured and how best to meet the needs of the community in our overall priorities. The Portland police on this one is especially -- the partnership is important and I'd like to say I'm speaking on my own behalf as the chair, the board of county commissioners yet to really consider all the elements that I'm going to mention to you fairly briefly this morning and we'll have some time to work those details through. I do think it is important to address the issues of how the measure is structured. The governance questions and specifically the role of the county in this as the jurisdiction responsible for programs and service delivery for kids and families. It does matter as we must make certain that there is a clear return on this investment and we must emphasize the importance of making sure that the -- that the scarce resource is used as well as possible, that duplication is avoided, that the funds are all located in a way that's comprehensively coordinated. Citywide, community wide to be sure we get the best benefit. So we'll -- what we plan to do is bring to you a memo of understanding, a MOU that will capture elements of agreement that would be then if the voters do approve this, if you approve referring it and if the voters do accept this, would be captured in an intergovernmental agreement between us. The elements of the MOU would include that the commission on children and families and communities would manage the administration of these funds that staff would be allocated to serve the allocation and oversight committee that we would keep the administrative costs involved in this below the 5% goal. That it would be audited annually and we can work out the details about that, and there would be an evaluation of the structure of the agreement within the first just after the second year's cycle. So we see how the whole then is working. That there be a committee structure and an appointment process that we have all agreed to. And that the board of county commissioners has an opportunity to accept the allocation plan and before it comes to the city council for final approval. You're the ones considering moving this forward to the population. It's or that it's noted that Dan Saltzman has been the champion for this measure. It part of our mission as a county to invest in children's programs, and we're very anxious to work with all of you to make this partnership work if you choose to move forward. We respect and understand why it's not going to be a countywide measure. I think the timing makes sense, but we can work together to make it most effective is very important. I stand concerned about funding for public schools and we're going to be hearing from people about that and that's another question to coordinate I think all of you know how dedicated and committed I am to making sure our public school system stands strong, and the programs and investment in this children's initiative I hope will help assist the schools actively. And I do want to mention very briefly a all of you know we will be going forward with our library 11 think spring and hope to work together to help strengthen the library system. And last but not least, I look forward to working with the mayor on elements of public safety system that both the city and county are involved in and it's going to be again critically important that we look at the capacity under the cap and be sure we're anticipating what it is it's going to take the integrity of our public safety system intact as we go forward. I do want to thank Dan Saltzman again for his work on this. He's championed this and put us all in a position to decide whether or not today we step up and figure out a way to make it work well and the investment in kids as he's delineated, is I think could make a lot to the community both tomorrow and into -- well into the future. Thank you all very much.

Katz: Thank you.

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Francesconi: A couple questions, mayor. I'll keep them brief. First, I want to thank you for your leadership on not only children's issues, but a variety of social services, not to mention the s.u.n. Program. You've really stepped up as a champion that. I want to thank you for that. This mou is -- i've seen a draft of something, but that's not finalized?

Linn: That is not final.

Francesconi: When are we going to see it?

Linn: I'd like to take the draft that commissioner Saltzman and I have negotiated to our board and bring copies to you very soon, but I think it will be within the -- about a 30-day period where both the city council and county board will have a chance to sort out the details around the mou.

Francesconi: Is the decision made about the allocation as to who is going to make the decision about how the money is spent?

Linn: We'll be proposing the structure after board in that mou.

Francesconi: A new board?

Linn: Yes, a committee, an oversight and allocation committee.

Francesconi: Okay. I guess my last question is, if the schools, because of the legislature acting and taking away even more money from what I understand is already a 16 to \$19 million deficit, and they have to be on the ballot in november, are you recommending that we proceed with this?

Linn: Well, I think i've talk today all of you and been very supportive of being sure that we're coordinating and -- in the effort not no clutter the ballot. While the school district doesn't tap the resources under the cap, which is an important point, I do think we need to be conscious of that. I'm hoping that in this -- even in this tight economy that the voters will be able to consider a variety of measures that will keep our infrastructure for social service delivery and other elements alive. My point in coming to you today is to be sure it's clear that we are coordinating this the jurisdictions to make sure the governance issues are addressed.

Francesconi: Thank you.

Maria Rojo de Steffy, Multnomah County Commissioner: Mayor Katz and commissioners, i'm maria. I came today to offer my support to the Portland children's initiative. Because I am firmly convinced there is no other investment that will yield higher dividends than the dollars we invest in caring for the children in our community. I'm particularly supportive of commissioner Saltzman's efforts to keep the needs of children in front of us. I think we all remember he was the sole elected official that advocated, including funds for a program for abused children and the -- in the last public safety levy and Portlanders agreed that care for these youngsters to be a priority for their tax dollars. Now, because of commissioner Saltzman's leadership, the children's receiving center is becoming a reality. We're leading the nation in providing a high-powered program for the children who need our care and loving intervention most. And it is certainly wise to seek to build on the foundation of a first-rate system to care for all the children in Portland. I look forward to the day that the campus we are creating at the children's receiving center becomes one of the physical manifestations of this community's interest in caring for children. The Portland children's initiative can help to bring about this commitment to our community, helping to us keep children's issues foremost in all of our work. Increasingly, I am personally reconnecting to my native american roots. My elders endeavored to find the wisdom to act only on those things that could be understood to benefit our children, seven generations into the future. This initiative is one action that is truly consistent with the far reaching views of my american indian ancestors. Thank you for your support for Portland's children.

Katz: Thank you. Since last time I tried to cut one of our elected officials off, I got into real trouble. So I didn't do it this time. But jim, make it very short. Thank you both.

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

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Jim Johnson: Mayor Katz, commissioners. I support the children's initiative and will do everything I can to help it pass.

Katz: I didn't mean that short. [laughter] did you have anything else you wanted to say? Thank you very much. [laughter]

Saltzman: That's a record, I think.

Katz: Thank you for being here, jim.

Saltzman: I have some other invited --

Katz: One other elected official. Not on your list, but she's --

Saltzman: Okay. So should I call up my invited?

Katz: Call --

Saltzman: Let's call up the school board chair, debbie menashe.

Debbie Menashe, Portland Public Schools: Thank you, commissioner Saltzman. Mayor Katz. Commissioners, thank you for hearing me today. I'm also here I think to signal somewhat of a change in the relationship in the partnership between Portland public schools and the city. That's in the interest of keeping commune indication open and being open about what we're thinking and what effect it might have on the city and the plans of the city. And that's why i'm here sort of following up on chair linn's indication that we need to coordinate government services and government plans. The school district with the new revenue forecast last week from salem, showed there is significant deterioration in state revenues and the district is now seriously considering a new local option measure for the ballot in the coming year. The district could gain \$10 million new revenue from such a new measure and that would be placed on either the may ballot or the november plat, or possibly both. Now, this is all very preliminary, and it's important for you to understand we haven't had a full discussion with the school board. We are waiting for clearer numbers from the state and we'll continue to monitor that. Timing will be determined by the school board when the state actions become clear. But i'm just here today to advice you that while both -- while the childhood initiative is significant and important to Portland public schools and the children of the district, while other levies that may come on the ballot, the parks levy, all these things add important services to Portland public schools in your consideration in the -- and the consideration of the community, it's important I feel for the district to be up front now and identify what issues we are facing and how that may impact you. Have -- we have been working with commissioner Francesconi regarding the parks levy. We've been in discussions and we are aware of -- with commissioner Saltzman of the important work that both those issues in the childhood initiative put out on the table for this community and for the district. I just want to make clear to you today these are -- our financial situation and what may come in final numbers from the state are very significant. The situation is tenuous and we can't rule out any options at this point.

Katz: Thank you.

Saltzman: I'd like to next call up dunn denhart, hannah anderson. Is kay toran or a board member here? Deborah murray. I see craig. Is holace mclain of friends of children -- there she s pull another chair up.

Gun Denhart: My name is gun, I am here to tell you why I am a strong supporter of the children's levy. I'm the founder of hannah anderson and i'm on the board of Oregon business association. My youngest son graduated from Portland public schools and i'm also the national chair of stanford children. Improving child care and after school care in Portland will make this great city even more attractive for working families with young children. I think this -- intuitively makes sense but I want to tell you how it financially makes sense for the city even as your -- you're facing a challenge in budget. Hannah has been in business 18 years. We've paid for 40% of our employees' child care costs since the beginning. Why? We started doing this because I personally knew how it feels to go to work with a pit in my stomach, worrying about my young child not being well taken care of. I

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knew that I was not able to concentrate. So this is why we started paying for child care. Why did we continue to do this? The years when business was tough, and we looked for every way to cut costs. We did this because we found that over the years that our child care subsidy was a great way for us to recruit and to retain and -- employees. It simply makes business sense. It gives you a competitive advantage. I think that in the same way if child care and after-school care are subsidized by the city, it will make Portland a more attractive place for young appearance to live. They will not flee to the suburbs. You'll be retaining workers working, tax paying families to live in this great city. By investing in quality child care for young children, you'll be saving money in the long run. These lucky kids will be costing less -- causing less trouble as teens and thus will cost the city less. Finally, I want you to know that i've always been a strong supporter of public school funding over the years. I do not see this levy as a contradiction to that. On the contrary. Children who attend quality child care will be starting school in kindergarten ready to learn and ready to succeed. Thank you.

Katz: Thank you.

Deborah Murray, Associate Director of Peninsula Children's Center: My name is Deborah Murray, i'm a resident of Portland, the associate director of peninsula children's center, and a member of Stanford Children. Stand Forward Children is a nationwide grass-roots organization made up of appearance, teachers, church groups, business people, early childhood professionals, and other concerned citizens whose mission is to give voice to the issues that children who were raised as community members if they could speak for themselves. We are concerned about our community's children and we act on their behalf. We currently have 300 members in the greater Portland area and are growing steadily. The strength in this organization stems from local teams choosing local issues that directly impact the lives of local children. Portland's chapter of Stanford Children cares deeply about the children's levy and the difference that \$10 million could make in improving the availability, accessibility, affordability, and quality of child care in Portland. We acknowledge the importance of the parks levy and do not in any way want to compete with this important issue. We see the parks levy as another piece of the comprehensive solution for children and families. In 1998, a Portland Multnomah Progress Board audit found that 40% of children entering kindergarten were not ready to learn on one or more key dimensions of school readiness. Current early childhood theories suggest that this may in part be the result of poor quality child care experiences. As associate director of one of the largest nonprofit child care centers in north, northeast Portland, I take this finding very seriously. We are doing everything we can to improve the quality of care we deliver, but I would like to take a minute to describe some of the obstacles that stand in the way of us meeting our goal. My staff work long hours with very little formal education or training for an average wage of \$7.55 an hour. I would like to pay them more. Perhaps even offer wage incentives for continuing education. But 65% of the families we serve use AFS reimbursements to pay for their children's care. That means, for example, that we receive \$350 per month for an infant or toddler in our care, when the true average cost for quality infant toddler care is \$700 a month. At \$7.75 an hour, I have staff who cannot afford to have their own children cared for in our center. They make too much money to qualify for AFS support. They worry about what is happening to their children all day, while I am asking them to work harder to improve the quality of what they do for other people's children. While Healthy Start is and other state-funded programs focus on helping first-time at-risk mothers to take care of their infants, the staff in my infant room are responsible for the care, feeding, and emotional well being of four babies at a time. Ten hours a day 12 months a year. We also serve much of the same preschool population as federally funded Head Start programs around the city. We do it without a stable funding base, spending valuable staff time and program dollars to pursue grant funding to cover our budget shortfalls. We know that 50% of children in Oregon are in some form of child care. Regulated or unregulated, and that only 14% are in quality

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settings. Those 14% are largely found in corporate subsidized centers such as hannah anderson, in federally supported head start programs or in suburban middle to upper class neighborhoods where appearance can afford to pay for the true cost of quality care. Portland can do better than this. Portland must do better than this in order to keep our city a vital and growing place for business, working class families, and for children of all ages. We know what to do. We know how to deliver quality care. We ask each of you to help us generate the new funds dedicated to the fundamental work of raising healthy, successful children in our community.

Katz: Thank you.

Hollis Maclean: Hollis maclean, friends of the children. Madam mayor, and commissioners, thank you for this opportunity. I'd like to say a little bit in support of the children's levy. Friends of the children is a nonprofit organization that provides transformative mentoring to this city's, to some of the city's most vulnerable and at-risk youth. When you think about risk youth and you think of the children we serve, think this -- 88% of them could come from single-parent homes, 66% were born to teenage mothers. Over half have been physically abused. In the summer before last five of our children lost immediate family members to murder. Many others have had family members murdered as well over the past nine years. These children are seriously at risk. How do we benefit the city? I know academic success and public safety are foremost in the mayor's mind. 98% of the of our children, ranging all the way up 32 the tenth grade, are still enrolled in regularly attending school. 95% of them passed their school grade last year. These are children who are identified by their kindergarten and first grade teachers as most likely to drop out or fail. Many of their friends already have. As to public safety, with these children, over 40% of them have fathers who have been incarcerated. Over 30% of their mother's have been incarcerated. Drug and alcohol abuse and domestic violence occur in more than half of our children's homes. And yet, with our support, less than 2% of our children have had contact with the juvenile justice system. And less than 2% of our children have had problems with drug and alcohol abuse. This is now our program is now serving 1st grade through high school. So let me bring this to the point of the levy. That is comparative costs. Prevention models such as friends of the children are highly cost effective alternatives to rehabilitation, public assistance, incarceration, and mental health institutions where many of these children would otherwise end up. Friends of the children has been very successful in leveraging public dollars. We've had ongoing support from Multnomah county and the Oregon state legislature. I'm asking now that this city step forward, given the current economical constraints, we need the city of Portland to join friends of children and the other wonderful programs that are here today in moving this levy forward. In closing i'd just like to remind you that 30 years ago, your predecessors had the vision and the leadership to put forward urban planning and land use laws that really put this city on the map. We've become known nationally and even internationally for those efforts, and it has as we've talked about, made it the most livability in the 61. I'm asking for that same type of vision and leadership in serving our most vulnerable citizens, our children. Thank you.

*******:** Hi. Thank you for your time and attention to this.

Katz: Bring the mike closer to you.

Craig Opperman, Director, Christie School: I'm craig, director the community programs at christie school and I always am the project director for the children's receiving center program that's going to deal with child abuse in Multnomah county. Christie school is located ten miles south of us. It's a psychiatric residential program with 80 children living there. Most of these kids are from Portland and Multnomah county. These are intensive needs children. They've been severely abused sexually, physically, they've suffered a lot of neglect and emotional abuse. They've gone through severe trauma. These kids average 13 placements before they ever get placed at christie school. I'm -- I mentioned before we have 80 both. There's a six-month waiting list for most of our

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programs. This is a large issue. There's a great need for this type of service for children for intensive services. And we want to reduce that number, and that's why i'm here today. Regrettably i'm not worried about putting our residential programs out of business, but there's far too many kids who end up in that situation just like it was mentioned earlier. There's not enough early intervention programs. I've spent close to 20 years in human services dealing primarily with child abuse and family treatment issues. I've done a lot of work as a clinician and a therapist and also as an administrator and worked with hundreds of children who have been abused and neglected. Repeatedly i've witnessed a lack of attention and resources to children's -- children and families in need. We really need to do better. We've got to do better with developing prevention programs and early intervention programs to reduce the number of children who need residential intensive services later on. We need to work more with families before abuse occurs. And we need to work more with families when abuse is first reported. We need to make a consistent ongoing commitment to these children and prioritize them. I'm very proud of our city, its citizen and its government. We're compassionate, and courageous. We are child friendly but we need to keep up our efforts and we need to do better. Since the 9-11 tragedy, I think there's been a real thoughtful 'cuss on what's truly important. This initiative is an opportunity. It's a bold compassionate innovative and courageous action. It's an action on behalf of our community children, families, and future. And I guess in thinking about this, although it seems very bold because of the difficulty economic times that we're in, it actually really isn't. Because it is an investment in children, and investing in them early saves us money and resources later, so not as many of them will need the expensive residential treatment programs that too many of them end up in. It's a very wise investment. I ask you to please support the children's initiative. And thank you very much.

Katz: Thank you.

Saltzman: I believe the last person we have is lorraine barton, who is director of the relief nursery and volunteers of america. And a board member of volunteers of america.

Francesconi: It looks like you have somebody else that wants to testify, dan.

Katz: Then -- wait a minute. I'm going to then ask you to keep your testimony very brief. We have a little bit more time, but keep it very brief. Go ahead.

Julia Spence, Vice President, Neil Kelly: Thank you for hearing me. I'm julia spence, vice-president of human resource force neil kelly remodeling, a former school teacher and a board member for volunteers of america. While i'm speaking for myself I know I represent other members of the voa board in supporting early childhood programs. We've provided quality programs in Portland for more than 100 years. My first community volunteer activity was as a reading tutor at martin luther king school, then highland in the mid-1960s. As a former teacher, as a human resource and training manager, and as a mother, I know the immense value of education. Helping children to be ready to learn when they get to school is critical. Not only for their future, but for the future of Portland. Early intervention programs make a real difference in children's success in school. All of Portland's children deserve that support and the consistent funding for early childhood programs. I and the other members of the volunteers of america board appreciate the city's involvement in this issue and strongly support the actions of the -- that the Portland city council can take to provide for early childhood programs. Thank you.

Katz: Thank you.

Lorraine Barton, Division Director for Children and Family Services, Volunteers of America:

I'm lorraine barton, division director for children and family services at volunteers of america. First I would like to thank mayor Katz and also the commission for considering the initiative for children and placing an importance there. I would like to speak to what typically happens to some of our families who go through the program. I would just speak to one family in particular. Who started our program in '92, and she had two twin 18-month-old children. She was using and having

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a very difficult time being a good parent. We're looking ten years later to show the effects of what happened. Her children are now 11 years old, they're in school, they're doing well, she's a great advocate for them. She currently is also working and she works for the nursery over this period of time she's volunteered, she's become an assistant teacher and now is an interventionist and is sharing the skills she's learned with other parents. As a peer role model and as a person in the community, she's doing very well. And this is typically what happens with families that go through the program.

Katz: Thank you.

Becky Shine, Enterprise Foundation: Mayor Katz, commissioners, my name is becky, i'm with the enterprise foundation and we make links between affordable housing, small business development, job training and child care. And i'm here to strongly support your referral of the children's levy, but more specifically what i'm here to do is illustrate to you what a city investment in early childhood can mean. Two years ago the city made an initial investment through the bureau of housing community development, \$150,000 in the child care improvement project. That investment, over the next year and a half, leveraged another \$800,000 in addition to our matched -- the enterprise match of that. That means we raised \$1.1 million from an initial investment of \$150,000 from the city. So what we want to tell you is that that investment is enormous and not only did we raise \$1.1 million, but we're able to provide child care providers and parents access to things like affordable housing and computers. The program overall works to stabilize and strengthen the businesses of home-based child care providers who serve 80% of the low-income children in the community, to help working parents through scholarships and education to find employment and have dependable child care. And obviously to support the development of children. So what we see now is that now we have federal funding. We have city funding, we have local and national financing and we have starting in january, not 30 providers and 300 kids, about the 120 providers and 1200 kids. I want to say your investment in something like the levy could have many fold results and I strongly support it.

Katz: Thank you.

Francesconi: One question. Are those programs that were funded by housing community development going to be funded by this 11 any.

Shine: That will be a question about the citizen advisory board. I don't think that's been determined. But that would be a terrific way to continue the work that the city does as well as some other very important work that needs to be done.

Katz: Go ahead.

Mike Mercer, Director of Development, YMCA: Mayor Katz, commissioners, thank you for the opportunity to speak before this morning. My name is mike mercer, the director of development for ymca child care. Our programs over 2100 children daily, of which 22% attend with aid provided by the ymca. I'm here to speak in support of the children's levy and I would like to address my comments towards one main point, and that is not to forget the working families. Many of the families the y supports with financial assistance are the working or. These pam his are often the hardest hit with the cost of care. They make too much to qualify for any meaningful state subsidy, make too little to afford marginal care. Without assistance they're force today make the difficult choice between working and placing their child in poor quality or providing no care at all or staying home and joining the ranks of those mired in the deepest of poverty. The child, family, the community and the economy all suffer. Providing child care assistance to these parents is a hand up, not a hand out. Assisting the working poor allows them to stay in the work force to support their families while they continue to build job skills. Assisting the working poor allows them to stay in the work force and fill jobs essential to the economy. Assisting the working poor allows them to be more productive at work because they have peace of mind knowing their children are

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safe and flourishing. Providing child care to -- assistance to the working poor allows children on the cusp the opportunity to participate in high-quality programs that help them flourish while keeping them safe. Providing assistance to the poor benefits our communities as our children are less likely to participate in negative behaviors like violence, drug and alcohol use, and more likely to do well in school and care about others have -- and control tier in their community. Looking at this issue, providing --

Katz: Sir, could you --

Mercer: I'm almost there. 20 seconds. Working poor -- not only makes sense of the benefit to the recipients, but the entire community. Thank you for your time. I hope you will support the children's levy.

Katz: Thank you. Come on up. I'm going to give you a minute each. We need to move on.

Christopher Williams: Thank you for giving us time, mayor Katz. City council. I'm dr. Christopher Williams, I'm a pediatrician working specifically in child development. I've worked for over 30 years at ohsu's child development and rehabilitation center with troubled children and their families. I represent a particular group within Stanford Children, a group of over 25 pediatricians. One of my greatest loves has been volunteer work with Head Start, which I've done since its founding in 1965. I visited and participated in Head Start hundreds of times and have taken many students as well so they can learn about these programs. Together we've seen wonderful things. We have seen children learning to trust, learning to feel safe, to feel better about themselves, and learning to learn so they'll be ready for school. And we've listened to Head Start parents and seeing how they've been lifted out of isolation loneliness and desperation and have found a sense of community with others. They learn to trust and learn to have hopes for their children. I'll read a bit from a letter which I think you received from Dr. David Willis, a leading behavioral developmental pediatrician practicing for over 20 years in Portland. Dr. Willis writes, I need not reiterate the specifics of what we now know about the silent epidemic of young children in trouble with developmental behavioral, and mental health disturbances. Planning among various agencies as -- is a public health necessity because we now know the power of early experience to promote healing of children at risk. Our greater challenge is to bring what has been learned from explosions in developmental neuroscience to each and every child all across our community. The children's levy comes at critical time in the evolution of children services in Portland and Dr. Willis believes children -- Portland's greatness will be measured by how it cares for its youngest future citizens. So in closing, Dr. Willis is the children's doctors group of Stanford Children have made child care after school programs, and child abuse prevention their number 1 priorities. We hope the council will make it your number 1 priority and support this levy. Thank you.

Francesconi: Thank you for your testimony, sir. David?

David: Thank you. I'm sorry to extend your testimony, but I have a message I think is a little different than the message you've been hearing before. I know these are agonizing choices for the council. All of these issues I want -- when it comes to cutting funding are. But I think there are three important points the council needs to consider. The 1st is -- as Debbie said, the schools are looking at a very significant cut in funding. They start with a \$16 million shortfall. Depending on what the legislature does, that could more than triple. Second, while I know the commissioner Francesconi and commissioner Saltzman have worked very hard on these measures, they've put a lot of energy and time into it, the fact is particularly with respect to the childhood education measure, it adds \$10 million in new programs at a time when we are busy just trying to keep current service levels in our public schools. And in all honesty, it simply does not make sense to be proposing new programs, new initiatives at a time when we can't even maintain current service levels in our schools. Third, there are both political and constitutional limitations on the property tax capacity of this community. And I am very concerned that if we have both of these measures, or

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any measure on the ballot competing with the school levy, that we'll either get neither of them or we may lose the school measure. And we simply cannot afford that possibility as a community. So my request of you is this -- twofold. One is, delay any decisions on putting measures on the ballot until after the special session. Until we know what the extent of the school funding problems and second, don't put any initiative that would call for new programs or new dollars on the same ballot as one that simply tries to -- when we have a levy for the schools that simply tries to maintain some semblance of current service levels. Thank you. I appreciate your time.

Katz: Thank you. Okay. Thank you, everybody. This measure passes on to second. [gavel pounded] and let's move on then to item 1408.

Item 1408.

Katz: I want to thank commissioner Saltzman and commissioner Francesconi for bringing a council together. This is very similar to the council that we had for y2k. Just a little bit of background. I met with some of the members of the council and we reviewed some issues that we needed to address with regard to potential or possible biological or chemical incidences. And we found many gaps that this community is going to have to decide how to fill. You'll hear about some of them I hope in the next few minutes. I'm also with chair linn, and that's one of the reasons why she's here, members of the local public safety council, and that was a topic of conversation. And it was very clear that we needed to work a lot closer together with the county, the city, as well as the region. There's a lot of duplicating efforts going on at the same time there are very -- the same people at the table. And so chair linn and I are going to have a conversation maybe a little later today about how we can begin pulling some of these pieces together, because ultimately she and I will be responsible for the outcome of the results of anything that we prepare or maybe prepared for. So having said that, let me turn this over now to commissioner Francesconi.

Francesconi: I just want to say that technically, and I think it's only technically, because i'm the commissioner in charge of fire, and the fire bureau plays kind of a lead role but a coordinating role. But when it comes to fighting terrorism, clearly it's a partnership and responding to emergency preparedness. It's a partnership kind of the police partnership right there with fire. But it's the mayor who is the one who kind of pulls us together. And she's actually meeting on a weekly basis to make sure that we're as prepared as we can be. So maybe if the people presenting can come forward, chief wilson, chief kroeker and the team, I guess the additional things I want to say is, before september 11th, we were a region, gary oxmann it's good to see, we were a region in the city that was preparing for emergency response. And we are ahead of the curve as we may hear. But having said that, september 11th did provide much more urgency to this effort. I do want to thank, though, our regional partners for all they've done before september eleventh and for the increased urgency that they brought since september eleventh, particularly fire chief ed wilson, police chief mark kroeker, carl simpson, the director. Boec, and dr. Gary oxman, the mental county health officer who we've been working with quite closely. What you're going to hear is there is a need for redundancy in our 9-11 system in case something should happen to that. Are also going to hear about cost, and the question is what is it and how much is it. And performance measurements. You're also going to hear about an integrated planning process that is necessary as well as the security of all our city buildings. I think gary will probably also talk to you about the need of our public health system. One of the things would be terrific is by these investments we not only prepare us for hopefully the day that doesn't come, but also strengthens the times much institution toss prepare for things we know are certainly going to come in our public health system so we can get double bang for the buck. Let me turn over first -- i'm sorry, I apologize.

Saltzman: This council, this emergency preparedness council was in fact conspired by what happened on september eleventh. We passed a resolution september 26th creating this council and asking them to report back to us within city days -- 60 days. What i've heard so far has been

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spectacular. The cooperation, the number of people that have come to the table, but as this report will point out, we're doing a lot of good things, but there's still many areas like a lot of areas in the county, country, just haven't thought about before september eleventh. Particularly with respect to terrorism. And we have much more to do. And this report is really the starting point of a future activity. We've identified I think the scope of the problems, the areas we need to take care of, the next step is to come back with a list of prioritized investments that we the city council need to agree on that we're going to pursue and invest in and not everything is going to take new money. Some of sit going to be done with existing resource and can be done with existing resources. It just takes as a -- this report and this council was all about, simply looking at things with a new framework in mind. And so I think it's a great report and look forward to hearing more.

Ed Wilson, Fire Chief: Thank you, mayor Katz, members of council. Ed wilson, fire chief for Portland fire and rescue. As has been communicated, there's been a significant amount of work done since the council was established through resolution by council in september. There's been approximately 50 individuals representing over 30 different agencies, both within the city, our regional partners, state and federal agencies cooperated and helped us develop our plan. You asked us to take a look at our other preparedness of the city. Are we ready. As has been indicated, there's been a significant amount of emergency planning that's gone on for years. We've -- the region and the city of Portland has -- uses an all hazarded approach. One portion is terrorism. Since september 11th and under your direction, with very taken a specific look at our terrorism preparation efforts. Under our findings and priorities of this group, i'll try to be brief, but we did identify that we do need increased training and some equipment to respond to acts of terrorism. We want to provide additional weapons of mass destruction training. Although we've done some relating back to 1990 - 1998, we did training with federal agencies, 500 individuals sat through a week of training on weapons of mass destruction, but we want to make sure we stay current and refreshed. We want time prove our search and rescue capability. There are 27 federally funded use -- urban search and rescue teams around the nation, which we have access to, but here locally in the city and in the state in the region, there is no urban search and rescue team. So we're exploring whether or not one, there's the need, or whether we can afford it or some semblance of a team short of a full urban search and rescue team. And the state fire marshal's office is looking at a state coordinated team. So there's some efforts being made to increase our ability to respond to structural collapse which is what new york is really doing with since september 11th. We need to provide protective equipment for our first responders. Portland fire, first responders are pretty well equipped with their self contained breathing apparatus, but our partners on the street, Portland police officers, we need to increase the level of training to help them protect themselves, also provide at least a minimum protective personal protective equipment to keep them safe when they're responding in concert with us. And we are going to be conducting training exercises. We have a tabletop terrorism tabletop drill scheduled for january with a full-blown regional exercise in may and there are a multitude of other drills, other agencies being coordinated and being put on the calendar. Item 2 we identified as to conduct a citiwide recovery plan. It's important, it's critical we have our mission critical business functions able to recover in time of emergency. A lot of those are i.t. Related f we have a situation at one of or government buildings we want to make sure the following day we can recover our systems are back up and redundant so we have business -- critical business needs can be maintained. And there will be some dollars, that's going to take some dollars to make sure we have that redundancy. We also want to take a look at building security in our public buildings. Portland police have done a wonderful job since september eleventh at take ago quick look -- I shouldn't say quick look, a thursday hoe lock at our facilities, but also bureau of general services is conducting a study that will determine options for council with respect to security and costs. There are four major areas, then i'll turn it over. Item 3, increase communication capability. Not only from our

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dispatch center, the ability to receive calls from the public and dispatch calls to the emergency crews, but also the ability to contact, notify residents of united states dents to keep them informed of when in fact there is an incident or a threat of an incident. So Portland police have, for instance, a technology that allows us to do dial-up to individual residents to indicate in -- and inform them in the event of a terrorism actor release -- or even of hazardous materials, the best protection for them maybe just to stay in their house and protect them in place. We have the ability that we need to better but we have the ability to contact residents at home. And I did item 4, we did talk briefly about, security of our facilities. Again, council may have to when we provide options and costs, determine to what level we want to make our building secure, but we're looking at those. I spoke briefly about the emergency management efforts going on in the region. I'm not going to go down the detailed list. You'll find it on page 4 of the report. There's been a significant amount of work done over the last years. For instance, the -- there's an organization called regional emergency managers, that have been meeting monthly since 1993. They coordinate -- consist of five county regional managers where they try to come up with a standardized plan for the region. So there's a lot of good work that's set the foundation as we move into this terrorism front. At this time i'd like to turn it over to Portland police chief mark kroeker to explain police efforts along the lines of terrorism preparation.

Mark Kroeker, Chief of Police: Thank you, chief wilson. Mayor Katz and members of the city council, I would like to say that this Portland emergency preparedness council is an excellent tool. It has brought us together for discussion, it has established relationships, it has highlighted the weaknesses that are there, the need for attention in areas where those threats are and it has allowed to us gather these relationships, understand each other, communicate with one another so that we have these preexisting relationships that we know are central and -- in those moments when you need to rely on one another. It's been a very good process, and the police bureau obviously has participated in it. And chief wilson's leadership and -- in chairing those meetings and leading us has been outstanding. I would like to just make -- mention a few items that are of note with the police bureau's part of the action and of course that part is coordinated and interlinked in very definitive ways with the other members of the council and also the city agencies. But chief wilson mentioned police emergency notification system, and I would like to reiterate that system is in place. It allows us to, with a computerized grid, call by telephone all the people in that grid and let them know there's an impending problem, what to do and so forth, inform them. So it's a direct one, in addition to media sources, they could depend on for information should something happen. This is excellent. The one bug we need to still work out is that people who are unlisted and have not contacted us to put their name on the notification list, then will not get that call. We're trying to work that out and we're working aggressively to figure out a solution. So we don't let people just inert just because they're enlisted. A word about our explosive disposal unit. The explosive disposal unit, the edu, consisting of seven people, and in the metropolitan version of that, all led by the same leader, sergeant mike unsworth, and reporting relationship into the tactical operations division, has been working very hard as you all know. There's a 50% increase in this unit's workload this year when compared to last. So I have to say that has taxed our ability, has worn down our people, has consistently overplayed our overtime resources that are tell indicate -- relegate today that entity and it's been difficult, but they've done a magnificent job responding to all of these threats.

Francesconi: I'm not going to interrupt you a bunch of questions, but that's because of the increased threats, that 50%? It's all related to increased threats?

Kroeker: Yes. When last year I believe we had about 400, we had about 600 this year to date. We had 400 and some for the entire year. We already have 600 to date. As we approach this area of doing our -- making the city safe, our approach is threat assessment, and then responding to the best

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assessment of what that might be, then developing plans, then making sure those are permeated in the organization, training everyone so they know what to do. And now we have in place procedures developed for responding to a chemical or biological incident which we did not have prior to september 11th. Sit there. We have had training, very specific training in weapons of mass destruction, and incident command training so all Portland police bureau command staff has gone through this training for the new response to the chemical and biological, and also to this ics process of app command structure and procedures that give very definitive steps as to what to do when you're in a various responsibilities in a command situation. A significant step that's been taken, and a lot more enormous of an undertaking than some would imagine, all uniformed police officers now and supervisors have been trained in the new Portland police bureau response chemical and biological incidents. That is, all tactical operations division, in the various shifts and all the precincts, they have been train and so have adapted to the new protocol, understand it and are ready to respond should the case occur. We of course along with fire bureau and the other entities in the preparedness council have identified additional equipment to improve our response capacity and personal protection of the employees while they are responding. The equipment has been identified for the rapid response team who has -- and this team has emerged with a very special role in disaster response and we anticipated that in its beginning as we -- as we began with the rapid response team and emergency crowd management situations. We also anticipated other uses now. It's very definitive direction that until the event of an unusual occurrence of this magnitude and a terrorist incident, they would have a very specific role and they have been training in that role. So the tactical response training conducted weekly for the edu team biweekly for the certain team, and the monthly training is developing and refining our capacity to respond to these types of emergency, both of the terrorist type and the natural disasters. Police facilities have been secured, ideas required, and a sign-in with i.d. For access of people into our facilities. We have a new device, a -- we call it opt con, operational conditions. I showed it to the mayor recently, it's a very definitive layout of the various conditions that exist, and then the protocol for what to do during that time and then the resources that need to be unleashed during those moments. And so that is in a draft form right now and it should give to us a very clear approach with signals, color codes to the organization as to what level or -- as it were, stage of alert we're actually in and then what to do in that stage of alert.

Katz: Let me interrupt. We're -- everybody tells us we need to be at a very high level of alert all the time. While there are levels of alert, and we need to develop those levels so that the community knows where I think it was alpha to delta, the community knows where -- we're at alpha, delta -- charlie delta.

*****: Thank you. So that's being developed.

Kroeker: Right. And it's very, very useful. Because now instead of not knowing exactly where we are, if we are in operation and level, you know, bravo, then you can just go to your operational condition list and look and see what it is that you should view as any member of the organization should be doing. So this will be helpful for all of us and certainly any of the other city agencies could look at it and make adaptations for their own bureaus as they see fit. The department of transportation hazardous material identification guide now is in every police car for officers to rely on. This little booklet will clearly show what is meant by these various different placards, the impact of various materials and so forth. It's a very handy reference. Most firefighters have had it now. They are in the police cars and available as a reference to every police officer out there on the street. And then finally, as to our hospitals, we have started a process of a liaison, an opening of a dialogue with each of the hospitals, to establish an ending of what would be lockdown conditions. What -- how to keep the people who are trying to help people safe, and then what would happen should crowds assemble there and so forth. And in the event as we have talked about, the

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unthinkable in bio and chemical terrorism response, what would happen with hospitals. So we have had this -- these decisions, they're going on right now to develop our best and most reasonable rational and well developed plan for working with our hospitals.

Katz: Thank you.

Carl Simpson, Director, Bureau of Emergency Communications: Good afternoon, carl simpson, the director for bureau of emergency communications. I'm new to the game here, and -- in Portland. I was welcomed on to the team by the chiefs just six or seven weeks ago. Coming from the outside I was very highly impressed with the level of evident that's gone into the planning before september 11th and the result that's have happened as a result of the council action. I want to let you know how this -- the events of september 11th have affected not only the community, but also the dispatch center. Our workload is quite a bit while the actual number of events we are under -- the threat of an thanks has increased our call load by 8,000 per month. While we don't create an event for every one of these anthrax cases, as we talk through this situation with our customers, it still takes time to deal with this. So our workload seems to be up in the stress -- and the stress is up. Also in the community. I would like to let you know one of the first things we did was work on employee awareness. We need to make sure all of our team members are aware of the threats that are in and around our community. And that's been very well received. We've done that through training, every one of the bureau employees has been through terrorist training. And that was completed three weeks ago. We have locked down our building. We had an open door policy up until about two mass ongoing. -- months ago. We made some very needed change. Everybody is to be i.d.'d and if anybody is not, they need to be -- they need approved access to gain entry into the building. The cooperation not only within my bureau, but within the other bureaus has been extraordinary. Again, welcomed on board, given full cooperation, police department's been over to do an assessment on our building. They included us in a further assessment that's coming up in the next week. So our -- we're going to get another set of eyes to look at our facility. Where do we go from here? We need to look at hardening the building itself. I would like to see some redundancies in the 9-1-1 system, redundancies in the radio systems. We surveyed different customers with the current radio system and it would be I think a good luck at -- look at any disaster, whether it was terrorism or natural, the one piece of that always seems to come to the top is being a major problem is the ability to communicate our the lack of ability to communicate. And we would like to facilitate better communications in the event of a problem. We're -- we've been meeting with other comp center managers in the region to maximize our effectiveness. What are the best practices from other comp centers and how do we apply them in our environment? We've actually redirected efforts of people within the bureau so that we can focus on this. It's unfortunate, but a lot of these efforts prior to september 11th have been considered, I don't know, ancillary duties, or hobbies. We can't take that position anymore. It needs to be a full-time effort on -- with a coordinated effort. That's just about it. Glad to be part of the team.

Katz: Thank you. Everybody, everybody, move down. This is now our representative of the county. But so is boec as well.

Dr. Gary Oxman, Multnomah County Health Officer: Good afternoon, mayor Katz, commissioners. Dr. Gary oxman, Multnomah county health officers. I also want to extend my thanks and appreciation to chief wilson for the excellent job he did in pulling together the emergency preparedness council. We were a very active part of that council and to us that was really an expected role due to the relationship we've developed over the past few years, specifically around terrorism planning. And participating in the council I think reinforced our opportunity to continue our role in general emergency preparedness planning, but also it was a good opportunity to identify some of the unique features that we think are there in the terrorism response and some of the unique things we need to prepare for. Just as a very quick overview, health and medical really

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are two relatively distinct functions we would carry out in the event of an emergency. The medical piece is the piece we do all the time through our ambulance system, hospital care and the linkages into the hospital system. And as I said, we do that on a day-to-day basis. We have multiple patient scene events, mass casualty incidents, the folks in the field are practicing those every day, both the fire folks and the private ambulance folks and the hospitals. The health piece is something that is really -- we've had to do a lot more work on in developing specifically for the terrorism response. And the real difference there is that in health, particularly when you come to bioterrorism, there's a unique -- unique management role and a unique decision role for health in managing potential bioterrorism events. That's different from our role in managing routine disasters. In terms of current status, as every one has pointed out, there's been a lot of work done in the past two months and a lot of work done in years before that. I feel comfortable right now that we've really made a lot of progress and that we have in place the basic systems, the basic decision-making processes, quality relationships that will really allow us to function well in the event of any kind of emergency and terrorist emergencies included. Now we're really in the phase of doing a lot of the detailed work around that to make sure that when something comes down we're able to respond not just effectively, but with a high level of efficiency as well. In terms of some of the specifics, the prehospital care system is really in pretty good shape. We have made some enhancements such as protective equipment additions, additional pharmaceuticals, additional training and weapons of mass destruction, and testing the integration better of our ambulance and hospitals. There's also been substantial planning by local hospitals. They completed a lot of this planning and those that are not complete will mostly finish up by the end of the year. That really addresses the issues of how do we treat patients who are ill or injured as a result of a terrorism event or another disaster. We've identified some weaknesses in that such as decontamination capacity for chemical events and to a lesser extent by logic events. Need for pharmaceuticals and specific training issues, and we have plans in place to address that. Probably the centerpiece of the work we've done on terrorism is the mmrs. That's really a metropolitan area regional approach to weapons of mass destruction planning and decision making, particularly for bioterrorism. Because that's the area where health folks are going to be intimately involved in managing the situation rather than just being one of the response agencies. I'm happy to report that we do have a metropolitan decision-making process in place, including a lot of detail. So we've got the protocols for how we will interact, how we'll make the decisions, how we'll notify each other, how it intermeshes with the larger system. So those things are all in place. There's still a lot of potential for variability in response, because we are a very diverse metropolitan area, and the actual emergency response will be carried out through a variety of different agencies in the four or five metropolitan area counties, including southwest Washington. I guess the biggest challenge we face right now and I think it was chief kroeker who labeled it as thinking the unthinkable, how would we respond to an absolutely huge bioterrorism event? If there are multiple cases of small pox, for example, in our community, with the need for tens of thousands of vaccinations to be given in a very short period of time, how would we respond to that? That's a piece we're actively working on planning and we really need to have an integrated health response to that involving public health, hospitals, private medical community, as well as the traditional emergency responders. Ed gad news on that is we have identified that as an issue. There are good national templates we can build upon, and we have inconvenienced the process, and hopefully over the next civil weeks we'll make progress in that and we'll really be situated for that response as well.

Katz: Dos that include the issue we discussed on quarantine?

Oxman: Absolutely. We have reviewed or quarantine laws, identified those areas that might need change and I -- we'll need to patch together some legal authorities and then probably look at some changes in the 2003 legislative session to that law.

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Katz: I interrupted you. Are you finished?

Oxman: I was done.

Wilson: I'd like to take my manager -- emergency manager hat off and put my fire hat on in the -- we do have in place procedures in place and procedures for responding to terrorist interests dents, and we've provided train fog all of the Portland firefighters in our work force. All of the firefighters in Portland are trained to state certified emergency operations level and our chief officers are train today emergency -- hazardous materials incident command level and incident safety officers, so that's a significant training. It would be applicable even a biological or chemical event release. We have in place very long-standing and mature mutual aid agreements. The city of new york tragedy they had had 13,000 firefighters, they lost 340-some in an area. We -- hour. We don't have that many on duty in the region. So these mutual aid agreements we have in place and the computer aided dispatch are preprogrammed to recommend the appropriate resources during an event. So we're able to provide quality service, but only through the use of our mutual aid agreement was our neighboring fire agencies. As has been mentioned, since 9-11.

> this heightened sense of awareness and community planning, the city of Portland has been involved in neighborhood emergency response teams. We have trained over 900 citizens on how to take care of -- the original thought was how to take care of themselves, that first 24 to 72 hours when the public safety agencies are tacked -- taxed to the max, and it was along the lines of emergency preparedness. This fits terrorism response in having the community aware of the situation and eyes and ears for the police bureau and other public agencies. Of these 900-plus members that have trained, 230 of those members had additional training specific to terrorism. So these are members in our community that can help us in the event of a risk, a threat or an actual incident. We also have the ability and have practiced decontamination, all fire apparatus carry decontamination equipment on board and we've -- that would be mayor -- we have one or two to ten patients need to be decontaminated. If we had a large incident, one of the rose gardens or somewhere where you'd have hundreds if not thousands, we've practiced mass decontamination of those patients. So it would be a challenge, and there's more we can learn and more equipment that would help us do a better job, but we have in place a plan and have practiced that plan. With that aid -- i'd like to introduce captain spitser, he has been one of our partners in this planning process and own the years the port's been very active in assuring that the river is safe and so i'd like to have him just explain the vast --

Francesconi: Before we do that, do you have a time problem, chair linn? Do you want to go next?

Katz: No, she's --

Francesconi: Okay. I'm sorry. Go ahead, sir.

Captain James D. Spitzer, U.S. Coast Guard: Thank you, mayor, commissioners. I'll be very brief with your time. I'm going to ask the clerk to hand out a couple of documents. One is a letter to the maritime industry I sent out a couple of weeks ago that summarizes a chief -- what we've achieved since september, and another is an overall strategy we've been taking in dealing with port safety. As captain of the port, i'm the coast guard official that has the federal responsibility terror port safety and security, and all of -- in ralph Oregon and the lower one-third of Washington. As such that gives me a strong set of responsibilities and probably even a stronger sweep of authorities to apply in asserting control over operations in the mayor time environment that pose a safety or security threat. And that authority extends to water front facilities, especially those if a certificates that handle bulk oils and hazardous cargo. Which probably oppose -- pose some of the strongest risks in the community. I would like to note in our strategy in our achievements, a primary component of my focus has been to leverage ourselves through our many, many other partner agencies and to strengthen, establish, reestablish strengthen those relationships and to leverage

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ourselves through the maritime community that we deal with. Including the people that are on those facilities that pose a particular risk through the community. There's probably no better set of eyes and ears to -- that know what happens in those facilities, know who has a right to be there and know that environment than the people that actually work there. Augmented by the law enforcement and fire agencies and others that have public service responsibilities. So i'm not going to take any more of your time, and I just want to conclude by saying I wholeheartedly support and it's been app great pleasure to work with chief wilson and chief kroeker, and others, and your team, and the much of the complexity we have to deal with is trying to find our way through this interagency web and very complicated relationships and to cultivate and develop those and focus on them. Thank you.

Katz: Thank you.

Saltzman: Does the coast guard have the authority to board a vessel? Do you needs a cause or can you just --

Spitzer: We don't need search warrants or a cause. Right now we're asserting positive control over all ships, deep draft ships that enter the territorial waters. We're requiring a whole suite of information regarding last ports of calls, crew make-up, cargo make-up. We're required to have that from the agents four days before a vessel arrives. It used to be 24 hours. Then we're washing that information -- watching that information through the intelligence community, and the result of that determines how closely we look at those vessels.

Saltzman: Thank you.

Spitzer: But we're randomly boarding all kind of vessels.

Katz: We really do appreciate the work that you did during the heightened security of the bridges, because we knew you were on the water.

*****: Thank you, mayor.

Katz: All right. Do you have other people that -- from the team?

Wilson: There's plenty of people in the room if you'd like to ask questions. I have maybe two brief opponents.

Katz: Go ahead.

Wilson: One has to do with bench -- best practices. We compared what's going on here in Portland and the region against the public entities risk institutes, characteristics of effective emergency management organizational structures. 20-point --

Saltzman: What's the acronym for that?

Wilson: There's in fact a 20-point checklist of what this agency is, and actually they studied 300 cities to develop this. We're in the process of going through that initial indication is that we are right on track. And have been on track with respect to a healthy emergency management system for our region. And then the last thing I would say is, with respect to cost, I know council has some interest and need to identify what our cost resist going to be. We're still gathering a lot of that data.

What I am comfortable in saying, unfortunately it goes into the millions of dollars, so what we will -- what we're proposing at council is that you allow us to do more fine-tuning, some prioritizing, and then come back to you with that priority of lists and a dollar amount associated with it.

Saltzman: What kind of time line for that list?

Wilson: 30 days would be pushing it, giving we're moving back into our new emergency operations center. And the fact we have scheduled some exercise force january. So probably more 45 to 60 days we'd like to work with office of --

Saltzman: That list will be prioritized collectively amongst boec, police, fire --

Wilson: And our partners. I think we can -- while it's millions of dollars, we believe is what it's going to indicate, there are multiple areas to get that money. There's federal grants being identified,

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there's some existing resources may be able to be redirected and we'll have to maybe put some things off until we can get down the priority list. So we'll be bringing it back to you.

Saltzman: Okay.

Katz: I just want to make sure you don't miss the federal time lines when they become available, because it's not only our needs within the city family, it's the county's needs and I know the regional partners have needs. And they really don't -- it's their priority list for the region. And that -- we've got to work together.

Wilson: Initially what we've identified some of our needs are in fact some of the regional -- there's a regional solution and coordinating the grant requests that are being developed and submitted between city, state, region, is challenging, but I think doable.

Saltzman: I think the point I really want to underscore is we want the list collectively prioritized without regard to cost. Don't base it on your assessment of where we're going to get the financing. We want it based upon your assessment of the need.

Wilson: That's how we'll prioritize the list and costs.

Katz: Okay. Anybody else want to testify?

*****: Just very brief comment. I'm very, very --

Katz: Identify yourself.

Diane Linn, Chair, Multnomah County Commissioners: Diane linn, Multnomah county chair. I'm very happy to be a partner in this. I'm confident that dr. Gary oxman represents a key element of the whole plan which has to do of course with the public health element and I was back in Washington, d.c. This last week and I do think you're absolutely right, there is resource that's available. I hope to us collectively that will help to make sure we're doing our work at the county, but i'm looking forward to working with you, mayor, to connect the regional pieces. The sheriff has statutory involvement in some of these elements. We have to be sure people incarcerated are considered. In the case of serious emergencies. So there's a lot of details that as was mentioned, i'm terribly impressed with this whole effort. We're very happy and I referenced it as a very clear initiative and our midyear rebalancing process at the county that we needed to step up and get aggressively involved in emergency preparedness regionally. Thank you.

Katz: Thank you, commissioner. Questions?

Saltzman: I guess if maybe chief wilson could come back up, these are questions probably most aptly directed to you for the time being. Going back to the resolution we passed september 26th, which created this council and gave it its charge, you're doing the ongoing preparation for a coordinated response to -- for acts of terrorism. You've done the results of the internal review of city preparedness, although there's still an outstanding part about facilities security. And you've planned functional exercises and so I guess the one part that I still see missing that needs to be coming back to us is the time line and the scope for developing and implementing the best practices. I realize this prioritized investment list will sort of say, here's the priorities, so I still think we need this time line. Is that a fair assessment?

Wilson: I think that's a fair assessment. I guess initial criteria will be identifying what those best practices are and that's where I referenced that characteristics of effective emergency management organizational structures. If in fact that was -- that was developed starting in the 1970s by icma and it started -- it was kind of in preparation of civil defense agencies, but now has rolled into fema, and if you in a research consisted of reviewing operation of more than 300 local government jurisdictions, so that's what they use asbestos to develop their 20-point criteria. If you look at that criteria and apply to it what we are currently doing, have done in our planning to do, we're right on track. So with respect to time lines, there are very few things we would have to do to comply with best practices as outlined in that study. -- study. So I don't know if that answers your question with respect to getting back to you.

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Saltzman: Yeah. I think you've identified source of the best practices, I guess we need to know to what extent have we implemented --

Wilson: Let me read some of these. Some of them in and of themselves are not special, but together it's very important. It's not necessarily I believe the plan, it's the personnel and the relationship of those personnel that make the plan effective. For instance, just one through 20, roles of elected officials, define. It's important that we help the elected officials understand --

Francesconi: You started with a weak part. [laughter]

Wilson: The most important. You will see --

Francesconi: They're all nodding their head yes.

Wilson: We'll come forward with a training program for executives, including yourself, that's not owner, it's a matter of two to four hours in length, there's -- it's just start to talk with the understanding of what the situation is and how it work. Strong lanes of command. We have that here from the mayor on down and in back up if we need to access those state and federal resources. Disaster organizational structures similar to routine organizational structure. I can't emphasize that enough. If we have to go to a book and take out a plan on terrorism because it's so different than what we do on a daily basis as we respond to police instance departments or fires or medical emergencies, it's doomed to fail. It has to be something that is so familiar with the agencies involved that it becomes second nature. Emergency management procedures are as close -- I read that line. Good interpersonal relationships. That was evident in the preparedness council. We hit the ground running because of the relationships we developed over the years. We strengthened them and developed new ones. But there was never any positioning of interest. It was all for the good of the community. Emergency management planning ongoing activity. You have that through Portland office of emergency management and a lot of work being done in individual bureaus here in the city and -- in cooperation with the Portland office of emergency management, and in regional partners. And all hazards approach. That's what we've adopted. Disaster prevention and mitigation. There's an area where we need to do more work, mitigation. But we're -- as time and dollars become available, but that's very important. Anyway, it goes -- citizen involvement. I don't know of any city in the kin that has more citizen involvement than here in Portland. So --

Saltzman: You're saying we're basically there for a majority of these 20.

*******:** I think we're on track, and maybe those that preceded me had this report when they put the plan together. But I think we're on track. I'm not saying there aren't improvements to be made, and we'll work to make those improvements, but I don't think given this standard as best practices that we're all that deficient. And we gist need to polish it up where necessary.

Saltzman: And the other idea we talked about briefly yesterday was in light of what happened at the world trade center, a tremendous need to have access to heavy equipment and to ironworkers who know how to remove iron, steel.

Wilson: That's correct.

Saltzman: You told me you're a former iron worker in your past life.

Wilson: I was.

Saltzman: So we talked about establishing some relationships with the local ironworkers union and also establishing a relationship with some heavy equipment contractors and you thought that's something that doesn't cost us anything, that's part of the building the relationships.

Wilson: That's correct. As part of that urban search and rescue come september, that's what part of that team, the team -- the urban search and rescue teams are 65 members deep times three. That's why it has to be a regional if not state approach. But they're not all public employees, either. You bring in expertise where you need them to the team. So I was a little -- I probably didn't answer your question well yesterday, because I don't know our current relationship with them. I know we

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have access to heavy equipment through emergency operations division, through maintenance. But I don't know what that next level of relationship is. But we will be looking at that.

Saltzman: Heavy equipment in the private sector or our own?

Wilson: Both. We have some heavy equipment, but the time -- your question yesterday was, do we have the cranes like they're using in new york, and to my understanding we do not. But there are cranes like that available in the local area along with operating engineers which we would have access to. We have to contract with them, but we have access to them.

Saltzman: Okay. I did have one question for chief kroeker. That was on the emergency -- the telephone emergency notification system. You mentioned it won't reach people that have unlisted phone numbers. It's also my understanding it won't reach people that have cell phones also. Is that a capability that can be achieved with this system? I know a lot of people who only have cell phones. That's their residential line. Is that the capability of the system?

Kroeker: Not the way it's now designed. And unless the service provider allows for a wholesale release of these numbers, we're blocked by the willingness of the individual subscriber. So this is being explored right now to explore that.

Saltzman: Okay. It's not technically impossible, it's more --

Krowker: I don't think it's technically, it's the issue of the manner in which phones are held in their privacy and the willingness to -- an organization enemas to release to a governmental agency those numbers that have been held private. A technicality there.

Saltzman: Thanks.

Katz: Let me identify some areas too that I need to know where we're at and what else needs to be done. We've participated in some natural disaster activity and for those of you who come down to the 9-1-1 center during that time, the first thing that's really critical is the communications and alerting our citizens. I don't always compliment the media, but I do need to complement the media in really being partners with us on doing that, because we really don't have other than the communication system, the chief described, and the alerts on radio. We don't have a citiwide alert system yet. And so the media and our ability to communicate what's happening and what needs to be done is really critical. But let me also identify -- not necessarily in that this order, some very simple things. A storage of food. This is also was a y2k, individually and for the community. Cooperative agreement with physicians from other cities. So that they can practice here, and gary, we mentioned that and I don't know if you have to go down to the legislature to make that available, or if one claims an emergency they can in fact come into this community from other states and practice. That's something that needs to be reviewed as well. The protective equipment is probably the number 1 on the list to make sure that our police officers who enter the scene first to try to put a perimeter in place are protective before you come in and do what you need to do. Baltimore has a detection device for biological attack, and this is something that I would want you to talk with gary.

They are able to identify health systems on a computer and to see if things have changed in parts of the city to alert them that maybe something's happening that nobody is aware of. And it was a little blip on the screen for me, but I think it's something that we might want to take a look at that.

Certainly the stockpile of antibiotics, the hospital capacity, decontamination capacity. The use of maintenance trucks as was used in new york to blockade certain places. That needs to be available.

A morgue, identify a potential place for that. Quarantine. And then the public policies with regard to the quarantine, which could be really very, very touchy. And so those are some of the practical operational issues that I hope -- I think a lot of them you've already discussed, but I hope we have responses to. Do you want to add anything?

Wilson: Do you want me to respond to those, what we currently have in place, or you've recognized we need to get better? Okay.

Katz: All right.

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Kroeker: If I might just, did you need a response from chief wilson?

Katz: No, it's up to him.

Wilson: With respect to pharmaceuticals, that's a nationwide dilemma or issue. For instance, with small pox, the federal government is looking at developing contracting to have developed this time next year an inoculation for each citizen in the united states. Cdc has stockpiled approximately in eight locations so that in the event we have an incident where we needed pharmaceuticals, for whatever the incident was, they would be on the scene with farm suit calls within 12 hours.

Morgue, through the -- through fema, they have morgue units, so depending on how large of an incident we had, if we had hundreds of thousands of victims, they would in fact bring in and set up a morgue unit. We have federal resources that are available, would be here within 24 to 36 hours. I cannot answer the question of quarantine. That's procedure prop rat for chief kroeker. I'm not aware of the detection equipment citiwide with baltimore. We do have detection equipment on board if our hazardous materials, but it would be a limited nature.

Kroeker: I'd like to just make a quick comment about exercises. Chief wilson and I both touched on the concept of exercise and how important that is I think I would like to quickly stress and the things we'll get from these exercises. First of all, as we simulate our reality and go through that, we test our roles. We test our reporting relationships, our ability to coordinate. We learn from actually doing. And we establish the ecs system and how it actually plays out and so forth. But also we determine and examine our weakness. Where are the weaknesses and we establish this no fault learning kind of an approach to things where not pointing fingers at individuals, but at our own need to get better at what we do. And then it also will opponent out as the question has been asked on your question, commissioner Saltzman, about the timing on us getting back on equipment, it will refine our priorities and the list of technological needs that we have in order to respond properly. And so as our timing goes along in the next few weeks and we develop these scenario and actually operate the examiner sees, this would give us more definitive look and an ability as a council, as a team that is the emergency council as a team to recommend to the city what the priorities actually need to be based on this -- the virtual reality of an exercise and then the final comment i'd like to make on exercises are that a key player much like in anything, that we do when we say community policing, is the community in that. In other words, the input of the community and their awareness as to what to do during an event can be a key event in mitigation of loss of life and principally life, but also property. And if -- to the extent we can involve them without keeping these things secret, and inform people as to what to do during situation actually play them along with us as partners and -- in an exercise, I think we will be a lot more effective in the long run should something disastrous happen in Portland.

Katz: Thank you. All right. Thank you very much. And we anticipate you coming back. And I would highly recommend that every member of the council participate in an exercise so that the knowledge pace increases.

Saltzman: I was going to ask, could we schedule 60 days from now another report back to us? Or after the drills, the tabletops.

Katz: Okay. I'll need a motion to accept the report.

Saltzman: So moved.

Francesconi: second.

Katz: Roll call.

Francesconi: On following up on some suggestions here, if you could work to -- if the cochair cso work to prioritize the list, including any additional things you heard from the mayor and council, it made -- if you could then work with our financial staff to bring back this plan using federal and other resources matched up against the priority, and I guess I would like to follow up on chief kroeker's, and I was thinking of it, the role of citizens and the public, including our net team

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volunteers, the block captain, if there's a way to coordinate this with county health department, if we could think of the role of citizens too, includes the public, the public information side, and make that part of your recommendations back to us, maybe we're adequate the way we are, that would be my thought. I guess one other thing, today at this morning we had a pdc briefing, the Portland development commission briefing. We went true crime reduction and how much it's dropped in tax increment district. You know more housing, better conditions, all that contributes to it. In my experience, in working with the fire bureau for the last couple years, and my observations of chief kroeker, one of the reasons that we're safe is because of the men and women in our public safety agencies, fire and police, who are trained and boec can who are train and communicate with one another. So we need to -- a prioritized les, because more resources into the system will help us, but it's the training that prepared the firefighters for the bluff fire, which would be a small educator, and it was mutual aid agreements railroad in -- already in place at the bluff fire that brought people from other regional groups to support this. It's the training, chief. We talk about other things you brought to the city, but your training that -- your emphasis on training is what really pays off. And so I think that this is good. We can do better in terms of resources and in terms of training in areas that you're going to identify. And in terms of communication. I guess the last thing I want to say here is, I want to acknowledge some of the people that are here not so much to just go through a laundry list of names, but to show how much communication teamwork and effort it takes and how seriously the city of Portland and the county of Multnomah are taking this. With increased urgency after september 11th. So you have communications here, and we heard from carl simpson, but there's also cathy, danine heyward, joel harrington, pay trick jones, from fire and rescue, chief wilson is here, chief -- we don't have enough staff, because you're here by yourself. They're out fighting fires. By the way, I noticed how the fire chief advocated for the police bureau for more resources. Buy expect the same during the budget process coming up.

Saltzman: That's a positive development.

Francesconi: I couldn't resist saying that.

*******:** I will advocate the police should have more resources also.

Francesconi: Okay. In addition, we have the health and medical side, dr. Gary oxman, but also bill collins is here. Is dr. Jui here as well? These folks are terrific. Sandra parkman, randy, ed, from the va hospital. Actually randy is from amr. Oregon state, ed wright is here, from the health sciences university. Police and -- in addition to chief kroeker, chief parisi, brett elliot, from the Multnomah county sheriff's office, the coast guard we've heard from, glen meyer from information technology, fred culvertson from risk, tom feeley from finance, roger tally from p dot, the managers -- who is a manager of bureau maintenance. Doug stanley, and tom memorandum friday from water. And then -- there are more partners. But thank you all for helping make us one of the safest and best prepared regions but we can do more. Aye.

Hales: Aye.

Saltzman: Great work. You've really responded quickly to our bold directive we gave you in a very comprehensive manner, although there's more to come, so i'll look forward to seeing that prioritized investment list in the next month or so. And we will also then have a briefing from you in 60 days after you've had some tabletop exercises under your built and more -- we'll know then what the federal funding situation looks like then too. I'll work with the mayor and commissioner Francesconi to scheduled that 60 days out. Aye.

Katz: I just want to say we learned a lot during the '96 floods. We certainly learned a lot in preparation for y did 2k, and we are learning a lot about the potential bioterrorism or -- and chemical instance departments. And we may have to bring other partners to the table. And that's something that as we move along to see what other gaps are occurring. But I want to thank all of the team. You've taken this task on very seriously, and it makes all of us have a sense that this

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community is much more secure and -- but there is a lot more work that needs to be done. So thank you. Aye. [gavel pounded] all right, everybody. We stand adjourned until 2:00.

At 1:22 p.m., Council recessed.

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DECEMBER 12, 2001 2:00 PM

Item 1427.

Kate Green, Planning Bureau: We are returning to bring forward the findings and decision and an ordinance to reflect the tentative approval granted on november 7th for statewide planning goal exception, an adjustment that will allow freightliner to construct a wind tunnel facility on the riverfront site on swan island.

Hales: Everybody is squared away with the findings? Okay.

Saltzman: I have a question for legal counsel.

Katz: Go ahead.

Saltzman: I wasn't here for the first hearing on the appeal, does that disqualify me from voting, or should I?

Beaumont: I think if you have reviewed some portion of the -- [no audio]

Hales: I move adoption of the findings as revised.

Katz: Second?

Sten: Second.

Katz: Roll call on findings.

Francesconi: Aye. **Hales:** Aye. **Saltzman:** Aye. **Sten:** Aye.

Katz: Mayor votes aye. [gavel pounded] 1428.

Item 1428.

Green: I forgot we're doing both items. The findings and the ordinance.

Hales: This is the ordinance.

Green: The ordinance reflects the findings that reflect the tentative approval from november 7th.

Katz: I'll take a motion.

Hales: Move approved.

Saltzman: Second.

Katz: Roll call.

Francesconi: I'm glad we found a way to do this. It's unfortunate it took so long. A manufacturing base in our city is important and research to improve manufacturing is not just high-tech that research helps, it's actually the kind of future we want to be, producing the kind of jobs that we want and a river also has an economic purpose. We appreciate -- aye.

Hales: Aye. **Saltzman:** Aye. **Sten:** Aye.

Katz: Mayor votes aye. [gavel pounded] 1429.

Item 1429.

Kathryn Beaumont: Good afternoon, mayor Katz and members of the council. I'm katherine beaumont. I have a few announcements to read that have to do with the kind of hearing this is, the order of testimony and guidelines in representing testimony. This is an evidentiary hearing. [inaudible] this evidence can be in any form such as testimony, letters, petitions, slides, photographs, maps, or drawings. If you haven't given the council a copy of the evidence you plan to submit, you should give it to the clerk after you finish your testimony. Any photographs, drawings, maps or other items to be shown to the council during your testimony should be given to the clerk at the end of your testimony to make sure it becomes part of the record. In terms of the order of testimony, we'll begin with a staff report by duncan brown of the office of planning and development review, for approximately ten minutes. Following the staff report the city council can hear from interested persons in the following order. The applicant will go through -- will have ten minutes to present his or her case. Following the applicant, individuals who support the

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application will go next. Each person will have three minutes to speak to the council. If there is a principal opponent, the principal opponent will have 15 minutes to address the city council and rebut the applicant's presentation. And after the principal opponent, the council will hear from any other persons who oppose the application. If there is no principal opponent, the council will move directly to testimony from those individuals who oppose the application after supporters of the appeal have concluded their testimony. Again, each person will have three minutes. Finally, the applicant will have five minutes to rebut the presentation of the opponents at the application. The council may then close the hearing and deliberate. After the council has concluded its deliberations, the council will take a vote on the appeal. If the vote is a tentative vote the council will set a future date for the adoption of findings and a final vote on the appeal. If the council takes a final vote today, that will conclude the matter before the council. Finally, as to some guidelines for presenting testimony and participating in the hearing, these guidelines are as follows. Any testimony and evidence you present must be directed toward the applicable approval criteria or other criteria in the city's comprehensive plan or zoning code which you believe apply to the decision. The planning staff will -- the opdr staff will identify the applicable approval criteria as part of the staff report to the council. If any -- an individual fails to support an issue supported by statements or evidence sufficient to give the council and the parties an opportunity to respond to the issue, that person will be precluded from appealing to the land use board of appeals based on that issue. That concludes my opening statement.

Katz: And we have seven minutes. It's a time certain.

*******:** Oh, so we do.

Katz: But I wanted to get it started. So we'll just sit here and read.

At 2:05 p.m., Council recessed.

At 2:15 p.m., Council reconvened.

Item No. 1429.

Katz: We'll have staff report, then we'll have the appellant for ten minutes, supporters of the appellant for three, principal opponents for 15, those supporting opponents three, rebuttal, five. Declaration of conflict of interest? Declaration of ex parte contacts? Anybody in the audience wanting to challenge our silence? Proceed.

Beaumont: Mayor Katz, the only correction I would make is that in this case we have no appellant. This is coming as a recommendation.

Katz: Okay.

Beaumont: The applicant should be substituted for appellant.

Katz: Got it.

Duncan Brown, Office of Planning and Development Review: Duncan brown with opdr. We have before us a comprehensive plan amendment proposal and zoning map amendment from urban commercial, storefront commercial zone to office commercial. A greenway review for expansion of the -- of an existing office building and an adjustment review to allow the reduction of the street setback for an existing office building from ten foot to one foot. The approval criteria for the comprehensive plan and plan map amendment are found in 33.810.050, also the metro functional plan must be met. The zoning map amendment must meet the approval criteria of 33.885.050, and the transportation element of the comprehensive plan, which is discussed under the comprehensive plan amendment in the recommendation of the hearings officer to you. The greenway approval criteria are found in city code section 33.440.350, and the adjustment review approval criteria are 33.805.040 a-e. In july we received the application, the public hearing was set for september 25th,

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the record closed after that hearing, there was written testimony that was submitted, and there was some rebuttal, and the record closed on october 23rd. The recommendation of the land use hearings officer came out on november 7th, and notice for this hearing was sent on november 21st. The land use hearings officer recommended approval of the comprehensive plan amendment zone change greenway review and the adjustment. The site is located in the southern portion of the city on the banks of the willamette river. The star in orange on the map shows the approximate location. This is an aerial photo showing the site. The site is surrounded by an orange line. As you can see it is just north of the sellwood bridge and tacoma street. The other main streets in the sellwood area are 13th avenue and 17th avenue, east of the site. Also major landmarks in the area are sellwood park to the northeast of the site about oh, 500 feet for the park itself, and then further north oaks bottom wildlife refuge, and oaks park amusement park. The sellwood park also burns down to the waterfront and it's a green space between the north of the site. Here's a closer look at the site. You can see there's an existing building in the northwest corner. There's parking to the east and there's also parking on the park property immediately to the north. This is used during office hours for office tenants and visitors as well as park users. The office has received irrevocable permit for use of that during office hours. A revocable permit. To the south are some recently built housing condominiums and row houses. And then you can see to the east from tacoma street and the commercial nature near the bridge head and residential development further to the east. This is the general access from people crossing the sellwood bridge. One of the real bottle neck in southeast Portland. But people that do cross from west to east and would use this site would usually come up to spokane street. And then down spokane street to the site. In is the existing building in the lighter tone with the proposed addition in the darker red. The addition proposed addition to the existing building would also require reorientation of the parking lot, although the exterior dimensions and exterior location of parking lot will not change. Also presently there's parking underneath the existing building with access from the east end. This would be changed. You can see it would go a little further east and would still be on site. The curb cuts from spokane street would not change at all, or from oaks parkway would not change at all. There's a little green star here on the right. We received some photographs in some correspondence from sandy hubbard, and she made reference to a green crane that was out there. I'd like to point out that this is the approximate location of that crane. It actually even though that crane was about -- and we'll see a picture of it later on -- even though that crane was about the height of the proposed addition, it was located much further east than the addition would be. If this were built under the story front commercial zone, the areas that are in the green tone, that light green tone, over the parking lot, there is -- they would not be allowed to have any off-street parking. So basically the parking in those green areas, plus the parking in between those green areas, because they wouldn't have any access, would not be able to exist and function. So under the existing zone, what we would see if this addition were built as is, is the removal of about three-quarters of the on-site parking that's on surface. There would be parking that could continue underneath the building, or in front of the existing building. That would also require movement of the curb cut further downhill and addition -- additional removal of some of the on-site parking. This is the general zoning pattern comprehensive plan designation pattern for the area. The pink is commercial in some form or another, commercial storefront, mixed commercial. The applicant's site is in a little darker pink. And that would be changed to commercial office. Sellwood park is shown in green, and is zoned os, and then to the south is multifamily residential, salmon color, and along tacoma street further east is an area that is zoned multifamily residential, r2, but has an urban commercial designation, so in the future could be reason re -- rezoned to either storefront commercial or mixed

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commercial when and if -- when the market can support that. That sort of development. Then to the east of the site farther up the hill is muff -- is multifamily residential and -- in salmon and yellow color. I'd like to go over the purpose of the commercial designations very quickly, because I think -- and point out some of the -- what I feel the major points are with both of the existing and the proposed designation. The existing urban commercial designation and storefront commercial zones are shown on this slide. The urban commercial designation is intended for more developed parts of the city near relatively dense residential areas, and that there is a strong orientation toward pedestrians. The zone itself is intended to preserve and enhance older commercial areas that have a storefront character. And this is one sort of contradiction with what we see here that we don't have that this site in the areas near it are not older commercial areas and they don't have a storefront commercial character. You have to go up on to Tacoma street and as far as 13th avenue to find that sort of situation. Also the last sentence, the desired character includes areas which are predominantly built up with buildings close to and oriented toward this site walk, especially at the corner. Development is intended to be pedestrian oriented and buildings with storefront character are encouraged. Again, we don't have a predominantly built-up area down here, as we can see on the slides. And we also see that the buildings are not necessarily oriented toward the street. The office commercial designation, the comprehensive plan designation is intended for low intensity development on small sites in or near residential areas and for low and medium intensity and development near arterial streets. Tacoma street, about two blocks away, is an arterial street. This zone is intended to prevent the appearance of strip commercial down below in red, and it allows office uses but not other commercial uses. Development is expected to be generally auto accommodating except where the site is adjacent to a transit street. This is 0 a local service street, about two blocks from an arterial street. So it is somewhat auto accommodating, but not particularly. The point I want to make with this, with these last two slides is that -- and you'll see in the next couple of slides -- neither zone, nor any commercial zone for that matter, really neatly fits on this site. And so it's -- whatever the commercial choice is certainly a compromise, I think. Some less than others. Okay. The uses that are allowed in the existing and proposed zones, okay, if you can see on the right in the red, those are the uses that are more intense or allowed in the commercial storefront zone that are not allowed in the co2 zone. Although they're limited in the office zone, it's allowed outright in the commercial storefront zone, so is vehicle repair, commercial parking, commercial outdoor recreation, major event entertainment, manufacturing production, even wholesale sales. The point here is that the commercial storefront zone is somewhat more intense zone. It allows more intense uses. And a greater variety of uses. It also allows more intense development to a certain extent. These are some of the main development standards, maximum floor area ratio in a commercial storefront zone is 3 to 1, and that is for the commercial development. On top of that, the developer could have housing in addition to that 3 to 1 commercial ratio. As long as the other development standards, the height and the building coverage are met. Actually, the entire site under the commercial store front could be covered. You can end up with 100% coverage. Co2 zone is much less intense. It's a 2-to 1 floor area ratio and the max coverage of 65%. There's also a landscape standard. This is a comparison of those two zones with the zones that are adjacent to the site immediately north is the open space zone, immediately south is the mixed commercial zone, and then -- and the high density residential zone, and then to the east is the r1 multifamily residential zone. In bold are the highest ratio, or designation. For instance, the maximum floor area ratio 3 to 1 in the cs zone is the highest of any of the zones proposed or adjacent. Building coverage, same, and so on. The point I want to make here is that what we're looking at is that this site is a transition area. It's a transition area between

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the open space zone of the sellwood waterfront park and the mixed commercial high density residential and multifamily residential zones to the south and to the east. And the big question here I think with either one of these is how do you want to -- how do you want to transition? Do you want to transition bringing the green space over to spokane street, and up into the neighborhood, or do you want to transition by bringing the neighborhood and the more intense development down into spokane street and abutting sellwood park?

Hales: Before you leave that section, duncan, if we were in a legislative planning process, that certainly would be the question. But this is a quasi judicial application on a site we're we not very long ago completed the legislative planning process. What I haven't been able to figure out yet, and maybe you can illuminate more, is if this applicant is seeking a zone change to neighborhood commercial or office commercial from cs, and yet still applying for adjustments, what is it that's not possible given what they've proposed to build under the cs zone? In other words, i'll let the applicant answer that question, why are you hear request, but what's the difference in effect on the project that they've proposed given they're still asking for adjustments?

Brown: Okay. The adjustment is actually an optional request

Hales: Right.

*****: Question. And the proposed development could occur without a adjustment or with it.

Hales: Could it occur in the existing zone?

Brown: It could, but the impact of that would be that virtually the entire site would have to be redeveloped. That is, all of the surface parking would have to be removed.

Hales: Why is that? Explain that some more. I saw your graphic but I didn't understand it. Are we talking about ratios, or --

Brown: Let me go back. There is a requirement in the parking section of the code in 33.266 that prohibits any off-street parking between the building --

Hales: Oh, and the street.

*****: -- and the street.

Hales: I got it.

Brown: So this would be opened up, this would have to be opened up. There's no action says allowed to this, so that would have to be opened up also.

Hales: And c02 does allow that.

Brown: It does. It's a more auto oriented proposal.

Hales: Now I got it. Thank you.

Brown: Did you want me --

Hales: I understand now. Thank you.

Brown: This is spokane street to the east of the site looking up hill. Just about the railroad track, and you can see it is a local service street, it's a residential street in every sense of the world. We have multifamily residential development, or zoning for about two blocks, and then from there to 13th avenue is single family residential. The access point to tacoma street is the first corner right up here just before the parked car. From the same place looking down toward the river, one thing i'd like to point out, the willamette greenway plan and the zoning code point out several view corridors that have to be protected through the willamette greenway plan. This is one such view corridor that was identified. And this is the closest view corridor to the site that is protected by either the willamette greenway or the scenic zone. This site is to the right, just to the right of the red car that's parked on the street. And a little better picture of the site showing the existing office building off to the right is the sign "oaks," which leads you to oaks parkway to oaks amusement park. And of course you can see the sam track railroad in the foreground here. This is the main

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entry to the site, the existing main entry. It would not be changed under the proposal. Although some of the -- some of the off-street parking would be reconfigured. And this is the existing building. The proposed addition would come out toward the black pickup truck in the lower right-hand corner.

Hales: Park assisting going to be reconfigured -- is going to be reconfigured. What happens to the total number of spaces from the old to the new?

Brown: Counting the ones underneath, it would increase slightly, and the total number of parking places would be within about two parking places of the minimum required under the co2 zone. So it's not a lot of excess parking. We do have additional parking in sellwood in the sellwood waterfront park that can be used that's at this point in time under the revocable permit. But it can be revoked to the council's discretion too.

Hales: Thank you.

Brown: This is the existing entry to the parking garage. The proposed addition would come out toward where i'm standing probably just about to the purple car here. And a view to the south showing the new condominium development. It's three stories high, and one thing I would like to point out is that under the cs zone, and you may hear later in testimony, that it may be first of all it would require a location of the building towards spokane street, which is -- it looks like six to eight feet above the parking lot level. So if a separate building were built under the cs zone, it would actually be higher and have to be located right along spokane street. This is a development again to the south of the site. It's an office building. And the condominium just to the right of that office building, and the main entry to the condominium doesn't face the street, but faces the interior parking lot for that. Here's the facade for that condominium and the streetscape that it provides to the area. I'd like to point out too that's in a mixed commercial zone, and they could have commercial in addition to the residential development. But for some reason they have chosen not to. This shows the waterfront at the foot of spokane street. There is a greenway trail that is on either side of spokane street, and then people have to run the gauntlet to get across the street. There's a break here, the applicant originally proposed having an overlook area, viewpoint, and a dock of -- for people to use, but had not developed that in great enough detail for us to review under the greenway review as part of this. So they withdrew that and they're going to submit it at a later time. This is the present sidewalk. Nothing would change, again, the walk down to the riverfront and the greenway trail. And this is the greenway trail at the southwest corner of the site. Spokane is just beyond the railing, about six feet lower, and then the condominiums are off to the left behind the office building here. This is the north side of the office building, and the parking lot that's being co-used by the office building and the park during daylight hours, office hours. And the northeast section of the site showing where the addition would be. The addition would come out to just about the corner of this heating system, h-vac system, and that would be shifted over. And again, back looking at the parking lot. This is the trail along oaks parkway. Oaks parkway itself is a good ten feet above the level of the parking lot, and it's very difficult to have both the sidewalk and the street at the same level. Hence this meandering path. And then the entry down to oaks park via association parkway here. -- oaks parkway. In summary, what we're looking at here a broad range of uses under the existing designation, zone versus a range -- narrow range under the proposed zone. More intense development versus less intense, both in floor area and building coverage. There are landscape requirements in the commercial office zone, but no landscape requirements under the cs zone. The street oriented versus no requirement for street orientation, there's a difference in building setbacks, commercial office has a minimum setback versus a maximum setback for the commercial storefront zone. And then on-street parking is required for

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the commercial office zone. It's not required, although still allowed in the commercial storefront zone. The emphasis would differ with the two. We have a close streetscape under the cs zone and it brings the buildings up to the street and extends the more intense urban area down to the waterfront versus the more open development, bringing the natural resources of the park and the greenway up into the neighborhood. In conclusion regarding the comprehensive plan and zone change amendments, the proposed designation and zoning does more closely resemble that of the abutting os zone, it provides a transition, while the existing designation and zoning resembles the mixed commercial zoning across the street to the south, although I would like to point out it would allow much greater intensity than what you're seeing toed -- to the south, both in floor area ratio and in uses that could be built on that site. The existing office was built in 1986 under the general commercial zone, and it's been a successful office since then. But can't logically expand under the existing designation. Expanding under the existing regulations requires location of the building in the southeast corner of the site or removal of on-site parking. Either would have a major impact on the building and the tenants there. The traffic impacts under the existing proposed designations will be relatively similar. We have somebody here from transportation to talk about that if you would like. But the thing i'd like to point out is both allow commercial development, both allow off-street parking, although the location of that may differ. And in fact, the cs zone, the existing cs zone would allow more intense development and could potentially greater impact. To unbalance the proposed office commercial designation, we've -- the hearings officer has concluded is more supportive of the comprehensive plan policies and objectives than the existing urban commercial designation and recommends approval. Approval of the comprehensive plan amendment zone change greenway review and adjustment.

Katz: Okay.

*******:** Questions?

Katz: All right. Applicant? Ten minutes.

Steve Janik, Attorney: Good afternoon, mayor, members of the council. My name is steve janik, the attorney representing the applicant in this matter. With me is my assistant, and doug benson, the project architect. This is somewhat unusual case. The applicant is seeking a less intense plan and zoning designation. The applicant is seeking a zone designation that fits the reality of what's there. The staff is approving this, the hearings officer after an extensive hearing report is approving it and yet we have neighborhood opposition apparently because the neighbors would like to see us take this building and instead of extending the existing wing of the building, move the expansion right up to spokane street. Commissioner Hales, you asked about the adjustment. I want to be very precise about that. The building as you know is the most westerly side comes right up against the sidewalk on spokane street. That was allowed under the zoning when the building was built. Now if we --

Hales: On the southerly side.

Janik: On the southerly side. Now if we obtain the co2g zoning we're seeking the setback required is ten feet. So the adjustment is to add rust the co2g requirement of a ten-foot setback to match the reality of what's there. Now, in our original application, we intended to put an underground driveway at that point so we would be around -- messing around with that. Now we're not so the adjustment is not important.

Hales: You don't need an adjustment on the other --

Janik: No.

Hales: On the addition with respect to the minimum setback?

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Janik: No. I'd like to focus on what this case is really all about. It's not about whether this 23,000-square-foot expansion will or will not be built. The existing cs zoning allows that expansion as a matter of right. In fact, the cs zoning that now exists would allow a larger even more intense expansion than the ones we're proposing. What the essence of this case is simply the location of that 23,000-square-foot expansion area. You have two alternatives in front of you. You could say no to our request, which would mean the existing cs zoning would stay, and we'd have to build that 23,000-square-foot expansion right along spokane street in the area where the parking is right now and we'd have to put it very close if not intruding into that view corridor down spokane street. What we're requesting is the second alternative. To give us a zoning designation, c02, that will allow to us largely extend the existing building itself further to the east to be the site of that 23,000-square-foot expansion. That's the only logical architectural solution. You may wonder why is the location of a building expansion that's already allowed coming before you in the context of a comprehensive plan change and zone change? The problem is that the existing plan designation, urban commercial, and the cs zoning, requires the building be right up against spokane street. That locational requirement in that zone is not subject to an adjustment. Otherwise, we could have handled this issue through an adjustment. So the only alternative to deal with that is the zone change and a plan change. It's interesting to look back and ask how did we get to this land use predicament we're facing right now? This site's always been zoned general commercial since 1981. The building that now exists was built in 1985 and -- in conformance with the zoning, a greenway approval was issued. Some opponents in their list said we don't know how that building got there. The answer was it was permitted. Then in the early 1990s, the zoning was changed to co2g, which is with a we're asking for today. And the building existed under the co2g zoning for almost a decade. And then it was in 1998 that the sellwood more land plan came in, and it was at that time that it was changed from co2g that matched the reality, to storefront commercial. Yet that storefront commercial zoning as you can see is inconsistent with the existing building, the built reality that exists on both sides of that street, and I will point out to you, it's inconsistent with the policies in the sellwood moreland plan. What happened in the sellwood moreland plan was they looked at the existing commercial office 2 zoning throughout that whole plan area and changed it all from co2g to cs. The problem is that swept with too broad a brush. That was appropriate in certain areas of the plan area, but not appropriate in this river-related area. You'll hear testimony today from mr. Layten to testified in front of the hearings officer, and he testified before the hearings officer that the area that we are in was not given any detailed consideration in developing that zone change and that plan. He also testified that as you can see, the area itself cannot in the future be store front pedestrian oriented because of the existing condominiums on the south side of the street and the existing office building that's on the north side that's our building. The mistake that was made in 1998 to rezone this store front commercial can I think be demonstrated best by three facts. If you look at the sellwood more land plan, what the plan does is it divides the plan area into subdistricts or subareas, and for each of those subareas, the plan has a policy statement of what it's its desired character is. One area is called the river edge. We are in the river edge. And the statement in the plan of the desired character is, quote, housing and business along the river edge should be compatible with the natural character of the area in use, in form, and in style. Cs zoning intense development pedestrian oriented commercial, is not consistent with that statement. That's exactly the conclusion of the staff and the hearings officer when they both concluded the urban commercial designation with cs zone assisting too intensive and does not reflect the site's proximity to the willamette river and resources. Compare that statement to what the river's subarea should be with the statement known as the -- that statement of purpose is the commercial areas

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should maintain or enhance the pedestrian orientation of the storefront shopping areas, the streetscape should have the sense of enclosure formed by a strong building edge. That's cs zoning. It makes sense this in -- in that area. But we're not in that area. When you adopted the sellwood moreland plan in 1998, you also adopted some findings on this very point. And from page 21 of the ordinance where you adopted the findings, let me read back to you what you said in adopting in plan. Quote -- this plan supports this policy, pedestrian storefronts, by more broadly applying pedestrian oriented transit supportive commercial zoning map designations, cs, and cm. These designations are applied along southeast milwaukie, southeast tacoma, southeast 13th avenue, north of tacoma, and southeast 17th avenue south of tacoma that are major city transit streets. Our site was not mentioned in those findings. Our site is not on a major city transit street. Our site is not in existing pedestrian oriented street, and our site should not have been zoned cs. The third fact i'd like to point out is that you own a strip of property to the north of us. And your property, which is used as part of the park, was also rezoned in 1998 as storefront commercial. Even though you don't have access to a street at all. It simply was in our opinion, a sweeping with two broad a brush and it should not have occurred. Now, you will hear people argue that somehow putting -- forcing us to put our office building expansion out to spokane street is going to turn spokane street into a pedestrian oriented storefront commercial street. That's just not the case. The staff and the hearings officer concluded that isn't possible. Mr. Latent testified that isn't possible, existing development with the condominium to the south and our office building precludes that, and the other point to note is that as you move from the east to the west down to our building, the street is extremely steep. So if you were to break it up. >. > -- along a steeply sloped street, it would be extremely awkward and you probably couldn't even have entrance that's complied with ada. The fact is there is no existing storefront commercial up and down this stretch of spokane street, the only people who go down that street are people that go to the condominiums, our office building and those who seek to recreate along the river and the greenway trail. You've got again two choices today. You can force this expansion to be an illogical free-standing building adjacent to spokane street, and I can't see and neither could the staff or the hearings officer see any justification for that, and that won't make spokane street a pedestrian storefront commercial street. Or agree with the staff and the hearings officer and allow an architecturally larger expansion that is less intrusive on the river, will keep the expansion further away from spokane street, the neighbors and the view corridor, and be more compatible with the character that the staff and the hearings officer found is appropriate in this transition area. I'd like to conclude with how the hearings officer analyzed a really important policy in the comp plan, and that is policy 12.6, which is to preserve the neighborhoods. That policy says, quote, preserve and support the qualities of individual neighborhoods ha helped make them attractive spaces. What his finding was on that point was the following. Because the proposed designation reflects existing development enhances natural resource qualities of the area, and provides a more gradual transition between urban and {flal} spaces, linking the two in a less abrupt manner and encouraging greater landscaping, the proposed designation is more supportive of this policy. Thank you.

Hales: The greenway trail requirement was met when the original building was built?

Janik: Greenway approval was granted when the original building was built. We voluntarily proposed at the bottom of spokane street, to put a publicly available view point and other greenway trail improvements. We are still proposing that, but the architectural refinements of that plan are not definitive enough yet, so we'll be applying for a separate greenway approval to accomplish that.

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Hales: And -- it looks like from the photo that's duncan showed us that the existing greenway trail stops at a railing above the street, and I assume that's what your -- that's at your property line. Is that street a right of way? In other words, who owns the area that's unimproved?

Janik: The city. Unimproved spokane right of way as it goes to the river.

Hales: This -- partially this property and partially the property across the street?

Janik: Right. We seek the city's permission to improve that linkage across spokane street.

Hales: Make that continuous? Make that --

Janik: Correct.

Hales: I assume the trail exists. I haven't been down those -- down there since the condos were built.

Janik : I haven't look -- that's correct.

Hales: Is this a missing link.

Janik: Correct.

Hales: Thank you.

Katz: Further questions? All right. Supporters of the applicant?

Lee D. Leighton: Good afternoon. I'm lee leighton, I live at 6113 southeast 17th avenue in Portland in the west moreland area. I'm here on my own behalf today as a neighbor, but also as the president of the sellwood moreland neighborhood association at the time that this -- the current zoning was adopted. But I want to make sure clear, i'm not here on behalf of i'm here to offer my views and recollections in that capacity. I'm working from the same notes that I used with the hearings officer and i'll try to be consistent with that testimony. As well as trying to speak to some issues on which mr. Janik provided perhaps a bit of foreshadowing for me. Basically at the time that the s.m.i.l.e. Zoning was considered, there's -- there was a lot going on. We had dialogue with several property owners and the property where the condominium project now stands was the rock and rodeo site, where there had been several problems with parking and that nighttime use. And the vision was an ideal model for neighborhood commercial-type redevelopment in this area along spokane street down close to the river. And with that site vacant at the time that didn't seem unreasonable. Since that time, we have seen the redevelopment under the mixed use commercial zoning of the condominiums. As you saw in the photos that duncan presented, they don't present a doorway onto the street. They present side walls and landscaping and windows, substantially elevated above the street and really it's only their driveways that approach spokane street. In -- and several neighbors and property owners did raise concerns as I mentioned. You saw a slide of a building labor day sellwood harbor. That owner said you're splitting my building in half because it actually runs underneath the sellwood bridge. And we listened to that, we responded, we adapted the zoning. We didn't hear that kind of testimony or information from all property owners, and sadly, when mr. Janik says this area was not given detailed consideration, I would prefer to think that it -- we didn't have the opportunity to give it the kind of detailed consideration that with the council's endorsement we did give the sellwood neighborhood for example. So was it perfect? No.

And i'll acknowledge that. Because not everyone was able to participate in that process, we are now seeing some latent problems that it may have created. And as I believe I mentioned --

Francesconi: Latent problems?

Leighton: Latent with a "t," thank you.

Francesconi: Sorry.

Leighton: We indicated at the time that the zoning codes available to us were not a perfect fit with the neighborhood. There's tension between what different zones allow that don't fit perfectly. So while the storefront commercial zoning I think was well intentioned, in my mind the introduction

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of the condominiums and their orientation doesn't make it impossible to redevelopment on this site. But it really impacts the ability to achieve the critical mass that a storefront commercial district needs in order to be viable as a district. And for that reason I wanted to come and say a few words about where we were in 1998 and the fact that circumstances have changed and to my eye in a substantial way.

Katz: Thank you. Questions? Anybody else? All right. Opponents. Opponents of the application. Are you the principal opponent?

Matt Hainley: The second person on the list. My name is matt, I reside at 1135 southeast spokane street. Past treasure of s.m.i.l.e. --

Katz: Is there a principal opponent?

Hales: The neighborhood association hasn't taken an official --

Matt Hainley: They have.

Katz: Who's representing the neighborhood?

Hales: Is somebody here on behalf of s.m.i.l.e.?

Matt Hainley: Kevin downey was going to be here, but --

Katz: Go ahead.

Matt Hainley: I came here just as a resident and been involved with the neighborhood association for many years. Real briefly, the -- in talking with staff and the hearings people, they indicated this was a close call. Would it have gone either way based on some of the information in the sellwood neighborhood plan, could it have gone to where they decided to leave it as a store front commercial. I just ask that the council look at it now and see that if you were looking at this as a place to develop, I don't it would be a place where a large commercial office building could be put.

You don't have buildings like this in downtown milwaukie, yet on the edge of a residential neighborhood with we have a very large commercial building. So I think it just comes down to, because like staff said, could it have gone either way, council needs to sit back and say, okay, how are we going to vote? Are we going to vote with the developer who wants to expand this project, or do we vote with the residential neighborhood sellwood moreland and keep it lower density? Thank you.

Katz: Thank you. Questions?

Moore: Leonard guard, peter hainley and pat hainley.

Peter Hainley: Good afternoon. My name is peter hainley. I'm a past treasurer of s.m.i.l.e., past transportation chairperson and recently was on the citizens advisory committee for the tacoma main street program which will be coming before you soon. I was also between '94 and '97 a member of the citizens advisory committed in the transportation department. With all due respects to mr. Janik, I would contend the neighborhood association did not air -- err when they made this commercial storefront. I believe that all people were notified at that time, and they had an opportunity at that time to comment on the cs zoning, and to my knowledge, they did not. As far as the report goes, I believe there are some issues and some problems. Particularly with goal 6. The proposed use is -- is an auto oriented use, whereas existing use is pedestrian. And this fits in with the tacoma -- the proposed tacoma main street program. It also fits in with the neighbors' vision for that area. I think you'll see that some of the numbers in the transportation study that they pick up strictly the pm peak as the most I think they referred to it as the -- represents the peak period of demand. I would contend given what I learned in the tacoma main street information that was provided from the transportation department, it's really the a.m. Peak that we're seeing the biggest impacts on tacoma street and on many of the intersections they've listed here. Would I also contend that they say the access will be to tacoma street from 6th going west across the bridge as

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well as going east. In reality, the eastbound traffic is going to continue up spokane street to 13th. They've left out a lot of intersections for evaluating what the traffic volumes are as well as what the accident history is. They've picked up 6th avenue at tacoma, 6th avenue at spokane, 13th at tack comeback and 13th at spokane. They've left off a number of intersections where there have been high incidences of accidents. I would urge that the council reject this plan amendment and proposed zone change. Thank you.

Sten: Via question. What's your response to mr. Janik's argument that if you don't make the zone change you get a worse building? I understand -- i'm hearing you say you don't want a building, but have you thought through that?

Peter Hainley: Commissioner Sten, I have. I believe that -- that's another thing. In the report it refers to that, well, there could be an auto repair or there could be commercial parking. Now, I don't think those arguments are very valid. I think the areas in a beautiful area and you're likely going to see something more like a starbucks, or a tell that I will tie in well with some of the new proposed trails that are going threw, omsi corridor trail. I don't buy that argument that you would see an intense development that really wouldn't fit in well. When you look at this area, they refer to it as a business area. And in the policy plan number 2, it's also referred to as a business center. That's what the plan policy number 2 talks about, is business center. There's only two businesses down there. One of them is nonconforming which is under the sellwood bridge. If they do anything to the bridge, that building is gone. It was illegally built as it extended under the bridge. So I would say that the neighborhood, when they rezoned this to ds, they were looking to a pedestrian friendly zoning that they could have some redevelopment in that area. And I would say that you're going to see greater auto traffic given this proposed new designation. You're currently seeing 2,000 cars using spokane street, 2,000. The city prefers to see 1,000 on that type of classified street. While you might say this is a small increase, 30 to 50 cars, I would say every increase is adding more problems to that. And if you look at the classification, you look at some of the current service levels that they're at, they're at levels d and f. They can't support any additional traffic.

Hales: Let me -- can I pursue that? I want to ask the same question again. I think that's -- we're not looking at a dilemma here just of what might be on an empty site. There's an existing auto oriented office building on the site. Fact. Gotta live with it. Okay. And it's not going away any time soon, given its -- it was only built ten years ago.

Peter Hainley: Right.

Hales: So under the existing zoning, I think this is right, mr. Janik alleged they have at least the opportunity if not the right to expand the office building along the spokane street side under the cs regulations.

Peter Hainley: That is correct.

Hales: So they could do that. That's why I was puzzled at the beginning. Why do they need a zone change? They need a zone change to go to a less intense use to continue having parking between the building and the street. In my view. But they could I believe it's correct they could build an expansion of this building under the cs regulations. So the choices for us are how do we want them to do that, not do we want them to do that, or do we wish there was something other than office uses there in the first place. So if that's really the dilemma, why do we care that the office expansion be along spokane street versus as they've proposed it? If that really is the dilemma. I -- and I want to confirm with staff that it is. That's the limited choice we have here. Not would we rather have a pedestrian boulevard with a variety of uses on it. We don't get to have that. Because we've got residential across the street, and we've got an office building already here.

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So if the limited range of choices, what kind of office building do we want, why do you -- why would you say don't approve the change?

Peter Hainley: Well, from looking at it from the current -- as we're looking at it back three years ago and looking at it as pedestrian oriented, I don't think we were looking at it as the expansion and the issue that's before you today.

Hales: I agree with you.

Peter Hainley: I really can't answer that question.

Hales: I know when we were working on the plan this wasn't envisioned then either. Okay. Thanks.

Saltzman: I think commissioner Hales asked my question, but I guess just to push it a little further, would you rather see this extension be right along spokane and obstruct the view corridor or would you rather see it where it's proposed to be?

Peter Hainley: I think the proposal is going to obstruct the view more than if it was along spokane street. Because as you're heading down spokane street given the -- if you were to put it right along spokane street, you've already got developed trees as you saw, mature trees as you saw along spokane street at that edge, I think if you're going out into that open area you're going to obstruct the view more than would you in the current area. So architecturally I don't know if -- as far as the view corridor goes, I think it's actually worse.

Pat Hainley: I'm pat, the current treasurer of s.m.i.l.e.. I live one block north of spokane street. Just a couple points. Number 1, the overlay they showed you, what they didn't show you was the fact that there is access from the parking lot at sellwood riverfront park they would not lose that parking behind the building. There's currently an action says to that and would it not go away. They -- they left the impression that parking would not be available if they moved that to a storefront. And the other thing i'd like to address is your question with regards to, yes, it is a narrow choice. But given that yes did envision that -- we did envision that store front and we'd like to see it in the future, the neighborhood made a decision, but that's what they wanted to see. This will preclude that from happening. Absolutely. If they develop -- they still have to develop a building that conforms with the storefront concept if they put it in. And so it's still maintains the vision of the community that it still could be storefront in the future. Once you put that expansion in the way it is, it's forever going to be an office building. So the plan then is totally changed.

Saltzman: If they put their extension over near spokane under the storefront commercial, you're saying they would have to have a ground floor commercial?

Pat Hainley: Whatever the storefront requirement are. They'd still have to comply with them. And as far as the -- when you're talking about the view corridor, I would like to envision what it's going to look like from sellwood river front park when it's a solid wall from the river all the way up to oaks park drive.

Hales: One reason dan and I are pushing you about this is to clarify my understanding. I don't believe the change from cs to co changes the development requirements. In other words, I believe in both cases the applicant could build an extension of the office building. But they don't have to put in retail and -- I believe that. We can confirm whether or not my hunch is right or not. But if that's the case, we are simply talking about the location of an expansion of the office building, not on the character of the development. It's not like we can force them to build storefront space if it was in cx or something we could. But this is not that situation.

Pat Hainley: I agree. But it will never get developed as storefront if you change it.

Hales: Okay. That's -- in the world of planning theory, I believe you're right.

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Pat Hainley: Actually one of the people involved with the plan works for your planning bureau right now. And she indicated, yes, indeed they did take and spend some time on this. It's not like it was some kind of, let's just throw a cs zone down there. That was not the case.

Katz: Thank you. Anybody else?

Moore: R.j. Johnson.

Hales: Duncan, are you keeping track of these questions? Good. Thank you.

RJ Johnson: My name is r.j. Johnson. I live on southeast miller in sellwood. Today i'm going to be referencing a draft that was developed by shaun rudder and sandy hubbard. They couldn't be here today. They gave birth to a boy yesterday morning so i've only had --

Katz: She gave birth.

Johnson: Excuse me. [laughter]

Katz: He had something to do with it, but she gave birth.

Johnson: Correct. I've only had 24 hours to prepare, so it might be a little rough.

Katz: Why don't we start from the beginning.

Johnson: Okay. We have read the findings from the hearings officer in this case and we object to the proposed expansion of river park center 205 south spokane, Portland. We believe it will detrimentally affect a number of homes, and businesses in the neighborhood as well as detract from the quality of sellwood park, sellwood party front park, oaks pioneer church, a historic landmark, by the way, oaks bottom park and spring water corridor. We believe the following are important criteria either not addressed by the hearings officer or not correctly ruled. After the counting the number of criteria on which the hearings officer ruled, we can see it is balanced there. Are seven items in favor of the applicant, seven items in favor of the status quo, and the neighborhood. 12 that are equal. Because we feel there are items that the hearings officer omitted, we should have reeled in favor of the status quo we feel the proposed expansion and land use requests should not be granted. Traffic's been discussed quite a bit so i'm going to skip over that item. Item number 2 is property values, proposed structure will block views from residences on southeast grant, 6th, 7th, spokane, necessity hey len and possible others. This will detrimentally affect an entire nine-block square area of our neighborhood whose values depend on existing views. In addition we imagine that the views from the condominiums across spokane from the proposed site will be affected. I would like to talk a little bit about the -- [inaudible] this is looking southwest. It's a view of sellwood bridge from pioneer church. [inaudible] you can see the existing sellwood bridge right here. And that is a view of -- basically it's a view that is protected view and that's a similar view where you can see there's a crane here which i'm going to use as a reference. It's not particularly line, but this building is going to extend toward it. You can see where the top of the boom is about five feet below the top of the ridge line. And as stated earlier, it is much further to the east. But it gives you an idea I would say the building would roughly be in here and you can imagine it extending out into this location here further blocking that view. Here's one more view. This is a view looking to the northwest. One theme hasn't been mentioned too extensively is the spring water corridor which will run here. You can imagine if the building is extended out here, you're going to really detract a lot from the view of this existing park here. And it gives commuters and people going downtown are going to be -- they're not going to see it until it too late and it's going to be difficult for them to get down across here, especially with the extensive traffic.

Katz: Thank you. Your time is up.

Johnson: Thank you.

Katz: Questions?

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Saltzman: One question on that view you showed looking toward the southwest, if they build their extension closer to spokane won't that be more of an impediment.

Johnson: it could, but I think we've established these scenic views and to my understanding it's like -- it seems like we should take steps to eliminate obstructing them. I think when the building was first built, it was like, where did this come from? We started establishing these scenic views. I think a good one in the -- a good example is when you come out 26th, you come out of the tunnel, you're looking due east. You're looking right at mt. Hood. They said before when you see mt. Hood, and then after the scenic views were established, now you see the coin tower. And it's like, it's a good example. Where do we stop from eliminating these pristine views?

Saltzman: Thanks.

Katz: Anybody else? Okay, steve, you have five minutes.

Katz: The first mr. Hainley said this was quote a close call.

Janik: That's not in the record. If you look at the staff report, it analyzed 27 comprehensive plan policies. The staff concluded the request we were making was more supportive or equally supportive, which is the criteria in the code of 22 out of 27. That doesn't sound close at all. The next peter said that everybody could have participated in 1998 legislative adoption of the sellwood moreland plan. In 1998, the property owners did not get written notice of comprehensive plan activities like that. Therefore, my client was not aware of this going on. Third, he commented that pdot's traffic work is -- he gave you some generalities. I think if you have any traffic questions you should rely on pdot first and kittleson second, and they both agreed. There's been a lot of discussion about view obstruction here. Let's set the legal framework for that. With have a view corridor that is protected going down spokane street. None of the other views, the gentleman referred to are in any way protected or acknowledged by the code. While everyone would like to keep forever the view they have right now, that's not generally what the city uses as an approval criteria. If you force the building closer to spokane street, you're more likely to impact that view corridor. The other view corridors are not protected. The other gentleman, pat, seems to think that if we build our sanction where the cs code requires it along spokane, we're going to have to build 90 a store front motif. That is not correct. We can have an office building that looks like an office building that's 100% office building with no storefront cashing advertise ricks under the cs zone and that's what it would look like if we're forced to put it there. Mr. Johnson made again some points about view blockage. This is one of the baffling things about this case. The cs that they are fighting for would allow us to cover 100% of the site with buildings. That would have far more detrimental impact on the views that they are concerned about. Co2g we're seeking would limit us to 65% coverage of the site and we are proposing far less than that. We're under 50% coverage of the site. So I just can't understand why they are so insistent on imposing the cs zone, except for one reason. It was in the plan that they participated in three years ago. In fact, it would seem to cut against the very interests they are here advocating. And when two commissioners, commissioner Sten and commissioner Hales and I think commissioner Saltzman as well put the blunt question of them, why do you want the building along spokane instead of a logical architectural extension of what's there, you didn't get any good answers. The only answer I heard was, maybe somehow if you force that to occur, it would then be built and maybe sometime in the future there might be storefront along here. That's not what's going to happen. We don't feel there are any other points they made that need rebuttal. If you have any questions we'd be happy to answer them. Thank you.

Hales: I have some questions. They may be to you or to duncan. The height requirement that exists here is 45 feet?

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Janik: It's the same in both co2g and cs. The max height is 45 feet.

Hales: What's the existing structure built to, doug?

Janik: It's under 40.

Hales: And the proposed structure will line up floor elevations with the existing structure?

*******:** Yes.

Janik: Correct.

Hales: Okay. And again -- all right. So that will simply continue those forward. But that will get countered by the slopes of the new building will actually be shorter than the existing building.

Janik: Correct.

*******:** That is correct. [inaudible]

Hales: That's what I thought. And then there's nothing in the submission, nor would there have to be, for this decision, but i'm trying to remember what one of the things i'm nervous about, I don't like the co zones, and as you may have noticed, the council doesn't like them because we've been getting rid of them over most of the city, because they are an auto oriented zone. But one thing I don't know about the co zone, since we don't use them very much, is what the landscaping requirements are.

Janik: There is a 15% of site area minimum landscaping requirement in the co zone. There is zero in the cs zone.

Hales: So you will be when you do a site plan, if you're approved, be required to landscape to that standard the entire site?

Janik: That's correct.

Hales: Okay. All right. I don't think I have anything further.

Katz: Further questions?

Saltzman: It sounds like our department of transportation did find there would be a reduction in the level of service at 13th and tacoma.

Janik: What both -- i'll let certainly elizabeth respond to that.

Katz: Let's have the department of transportation --

Elizabeth Papadopoulos, Department of Transportation: Elizabeth, Bureau of transportation -- office of transportation.

Hales: What happens to automobile level of service at 13th and tacoma.

Papadopoulos: It's a little convoluted because we have different criteria for the zone change and for the comp plan amendment. In the zone change, we get to look another a specific use and we get to look at its build-out. And at its build-out, which is soon, in a few years, everything is fine. If you look at the comp plan amendment, we can't look at a specific development. What we have to look at is what will happen in the next 20 years. So we sort of look at the reasonable worse case in 20 years, there will be worse traffic at that intersection, although i'm recalling due to background traffic it's not really because of this development. So it's going to be bad, period, in 20 years. And so we had said that it doesn't -- that's one of the few policies it doesn't meet long-term, but only for that intersection.

Saltzman: So it's not attributable to this particular extension itself.

Papadopoulos: Every development adds a few cars, but without this development we would still have a problem at that intersection in 20 years.

Saltzman: In that assessment if you're looking out 20 years do you look another a site that's zoned cs with the potential to have 100% buildout what that traffic flow would be like versus a co2g, which only has a 65% --

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Papadopoulos: We're not really allowed to use that as criterion, but I think that's a very valid thing to think about. Because under the current zoning, you could have more intense traffic trip generation. So anything that would be bad under the commercial office 2 will be worse, could be worse under the current zoning.

Saltzman: Thank you.

Katz: Further questions? Okay. Thank you. Further questions of anybody?

Hales: I think I want to check with duncan, the greenway review has been withdraw? -- withdrawn? What remains before us is the comp plan re -- amendment --

Brown: The greenway review for the overlook area has been withdrawn. The greenway review for the building is still --

Hales: And what about the adjustment?

Brown: The adjustment is still here.

Hales: Okay. So then I would move that we uphold the hearings officer recommendation with regard to all four action, the comp plan amendment, the zone change, the green consist way review for the expansion of the office building and the adjustment to the setback.

Francesconi: Second.

Katz: Council wants discussion? Are you ready to vote? Ready to vote? All right. Roll call.

Francesconi: It so happens about three months ago or so I took a tour of the sellwood business district. I did not go by this site, although i'm familiar with it. And it's a special area. If I thought that this zone change would have -- make a difference, if I thought that we could create more sellwood main street activity through the current zoning, then I would vote to uphold the appeal, but that's not going to happen. Not in this place. And the reality is you could gate worse building. And so for those reasons, I support this motion. Aye.

Hales: First it's not in front of us, but the sellwood moreland neighborhood did a great job on their plan. I worked with them in that process and I think they really did a good job of trying to make sure that what is already a great pedestrian district will be more so. But this little nook or crannie in the neighborhood in my opinion is not part of that opportunity. You're not going to have retail where there's not other retail. And this is the existing use is a 14-year-old office building which properly maintained the -- will last another hundred years. So it's not going to change any time soon. So that's why I was pushing with those questions about the existing use. The existing use is auto oriented. I don't like that, that's probably not news to anybody in the room. But we've got it here, and the question is what zoning fits best with that. And what is going to produce the most mitigation. And that was the reason for my question about the landscaping requirements. They'll be required by opdr to extensively landscape and buffer this use which would not necessarily be the case under cs. So if the proposition is you're going to get an office building, I think this way you'll get a better one. Aye.

Saltzman: I tend to agree that the aspiration for a storefront considerable on this piece of property is really aspirational. I don't see it happening in the short term, given do you have a prime office building there already. And I think given that reality, and given its location with respect to tacoma and 13th where you do have prime storefront commercial, 17th as well, that this is not an area I can see ever becoming what it aspires to be under the zone. And I don't see the zone itself making that happen. So I look at the lesser of two evils in this case, and I think that in this case the building addition, which has every right to go forward under either zone, is better off being adjacent to the existing building and with the co 2 designation than it would be closer to spokane with the existing designation. For a lot of reasons, but also mainly the scenic corridor down spokane street. So i'm going to vote aye also.

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Sten: Yeah, I do agree. This -- I don't -- I like the sellwood plan a lot and it's one of the best ones i've seen in terms of how well the neighborhoods worked on it. I don't really take it lightly to change what the neighborhood plan did, especially when it was only a couple years ago. People should have been engaged in this. That being said, I just basically find it convincing that they're going to build office expansion and I think the office expansion will be better suited under this proposal. So it's a pretty pragmatic vote. Aye.

Katz: Aye. [gavel pounded] motion passes. It's not tentative.

*******:** You've adopted the findings. You need vote on the ordinance before you which is an emergency ordinance.

Hales: 1429. That's the ordinance.

*******:** Right.

Katz: Okay.

Francesconi: Aye. **Hales:** Aye. **Saltzman:** Aye. **Sten:** Aye.

Katz: Mayor votes aye. [gavel pounded] all right. We'll recess until 4 o'clock.

At 3:35 p.m., Council recessed

At 4:00 p.m., Council reconvened

Item 1430.

Katz: Item 1430.

Katz: Okay.

Steven Iwata, Portland Office of Transportation: Good afternoon. My name is steven, i'm with the Portland office of transportation. We're here today to request council's approval on the amendments to the interstate max conceptual design report. Just a quick overview. We were first - - the concept plan was first adopted by the city council on october 13th, 1999. That was when -- october 13th. That was when tri-met completed the preliminary engineering for the interstate max project. At that time council asked pdot to look at removal of the bike lanes for portions of interstate and so commissioner Hales first appointed the bike task force at that time and the first set of amendments came before council on february 23rd, which the council adopted and it removed the bike lanes between basically killingsworth and Portland boulevard and designated north interstate -- north denver as the primary regional bicycle route and interstate provide localized bicycle access. Most recently pdc has asked tri-met and b dot to reevaluate the streetscape design on interstate avenue, particularly to add on-street parking and to improve the pedestrian environment. And so the tri-met and the city pdot staff looked at the current design all the way from kenton down to kaiser at the south end. So the current effort has added about 88 parking spaces through this corridor at -- added 30 new trees, curb extensions and pedestrian crossing. In the area south of lombard, staff is still evaluating in terms of engineering process, will most likely come back at a later date for some additional amendments to the concept plan. For today we're requesting changes to the portion between lombard and kenton. At this portion we're looking at options to remove the bike lanes and commissioner Hales reconvened the task force and the core principles of the task force was to look at a balanced transportation design for this corridor, improving the pedestrian environment as well as providing a healthy environment for small businesses and redevelopment along that corridor. The schedule is a critical factor here in that the kenton segment, meaning the segment between lombard and denver, has started construction, to the bike task force was requested to resolve this issue in a fairly short time frame. So they met three times over november on three consecutive weeks to come up with this recommendation. So to summarize the recommendations, they've added on-street parking at two developments, key

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redevelopment sites in kenton, adding about 14 spaces in these two blocks here. They removed the bike lane in the southbound direction from denver, killpatrick they also asked tri-met to look at modifying the north platte form at the lombard station to add additional parking on the block between russ it and baldwin here and tri-met did do that and they added additional three spaces on that block to serve existing businesses on that block. The task force also recommended that tri-met and the city strike the denver bicycle lanes, that we provide bicycle signage on interstate, since there's going to be a more fragmented bicycle lanes on interstate in this corridor, as well as provide a safe means of access where there are no bike lanes on interstate, and also provide additional bicycle racks at the stations. In -- the task force did look at various things and a recommendation did add a total 17 additional spaces in this portion of north lombard to downtown kenton. In addition, the bike task force included two recommended action for the city to pursue. One is to look at ways of connecting the 40-mile loop trail at the north end of the denver viaduct at atmosphere road and along the columbia slough there. They requested pdot take the lead roll in terms of looking for funding sources as well as looking to how to manage and construct this project, and that's part of the resolution. We've already started a conversation with odot, with b.e.s., parks, to look at different funding sources. I think what we're looking at is a package not with one single agency trying to fund this connection, but looking at a multitude of funding sources to make this connection work. So from the task force it's not -- would I say a requirement, but they're looking for leadership on the part of the city to make this happen. The other issue in terms of improving the pedestrian sidewalk, the task force recognized that the -- there was a limited right of way, that the projects mandate was to be built within the existing 100-foot right of way, there were concerns about displacement so the future -- the desired future width of the sidewalk would be 12 feet and to obtain that would be through future redevelopment and that the resolution calls for pdc to work with pdot and the planning bureau to come up with a program and a budget proposal for the council to consider and moving forward with this recommendation. So that's a quick summary of the task force recommendation. I have three members of the task force here to speak on behalf of the task force and also tri-met staff and pdc staff are here to respond to questions. So i'll have jeff warner, magness barnard and katherine from the task force to come up.

Saltzman: So I understand the southbound bicycle traffic will go down denver and then cut over at killpatrick? That's the proposal?

Iwata: Yes.

*******:** I wish you all a happy, healthy holiday season.

Katz: Same to you.

Francesconi: You're the first person that's done that. It's nice.

Katz: But we need your name, and it's not santa claus.

Jeff Warner: Jeff warner, business owner on interstate and Portland boulevard. I had by the way when I was going to bed last night and I was almost to sleep I came across this great speech in my head and I had it all figured out and of course that's where it is, last night. So anyway. What we have here is something written out and i'll just read it. It was discussed that bike paths should be removed completely between lombard and kenton station. As it was further south on interstate. There is a contrast between these two areas. The issue that led the bike committee to realign the intercommunity bike route to denver was that current businesses would have suffered substantially along the interstate corridor without street parking. During light rail construction and until revitalization of the streetscape would support these businesses with a pedestrian clientele accessing these areas using public transportation and bikes. The area between kenton and lombard

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didn't seem to meet this test and didn't warrant complete removal of the bike path as suggested. Clearly near future commercial development at kenton and lombard stations need valuable parking on the street. The remainder of this section south of killpatrick to lombard is primarily residential with many newly built structures. Residents did take a -- make a choice between parking and trees and chose trees in those areas, so that led me into the belief that maybe parking in that area wasn't quite as much of a priority. We deemed bike paths to be vital between these two stations, however, for local community cyclists. Any questions?

Katz: Thank you. Go ahead, sir.

Magnus Bernhartt: Thank you for having us here. Commissioners and mayor. My name is magnus bernhartt, a local resident of the kenton neighborhood. I'm here as a proponent of our recommendation as the task force community for the current plan.

Katz: You're an --

Bernhartt: I'm a proponent.

Francesconi: I tried --

Warner: I tried wing it last night I -- time I couldn't do it.

Bernhartt: We've made some compromises but I still think it meets the multimodal transportation goals we have. From my perspective as a resident, I think this plan is going to provide good opportunity for residents of the neighborhood to not only have access, a safe access using their bikes as transportation to the city, but also stimulate that movement of cycling and I guess my most important point to emphasize is I hope you really do consider providing access to the 40-mile loop, because I think that provides a safe place relatively speaking depending on your perspective, for families to cycle because it is separated from the road and it does provide access to marine drive and to other recreational facilities as well. I hope you vote favorably on this. Thank you.

Catherine Ciarlo, Executive Director, Bicycle Transportation Alliance: Thank you very much for the opportunity to testify. I'm catherine, i'm the executive director of the bicycle transportation alliance. I was a member of the original task force that looked at this issue and of course this most recent task force that's presenting our recommendation today. I was surprised this fall when you -- when the issue came up again, but like the previous task force, the bicycle transportation alliance does understand and respect the need to get parking on north interstate. So we started from that point. That understanding actually drove the task force's original recommendation, which steve talked about earlier, to remove the bike lane from a couple of sections of interstate on to denver. We moved those bike lanes because we believe that the kind of redevelopment envisioned by the -- by pdc and the other proponents of parking is the kind of redevelopment that you want to promote bicycling. So we see it in our interests as well. The good news is that when the issue came up again this fall, pdc and tri-met were able to really put their heads together and figure out alone most of the length of interstate a way to keep the bike lane and parking, and for that we really commend them. When the task force was asked to actually look at this stretch north of lombard, once again, we approached the issue from the perspective of understanding and respecting the need for parking. So we came from the same place we had come before. In fact, what we did was look at that section north of lombard on a block by block basis. What we tried to do was really weigh the need for parking in each section against the advantages of a bike lane in that section. And what we came up with is the solution that steve presented earlier. Fortunately actually in the one block where there really was an existing business that would be impacted, tri-met was able to get a couple more spaces on the street. And again, we really commend their work there. As for the remaining blocks, what pdc told us was the kenton stationary was of ultimate importance. And we talked about it in the committee, that became -- it became clear that was somewhere that we might want to think

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about making some compromises. What we did was weigh that against the two primary issues for cyclists with bike lanes, which are safety and access. We believe that the solution we came up with adequately addresses safety, in particular at the crossing of the tracks just south of the kenton station, we also recognize that our final recommendation does compromise access. Especially for less experienced cyclists. But again, the committee recognized and respected pdc's stated need for parking there in the stationary. -- the station area. The mark of a good compromise is everybody is a little unhappy. But ultimately, it's a result of -- bicyclists felt we could live with, and it's a solution that does not impact existing businesses on interstate, and it does get parking on the street in the kenton stationary. I guess i'd like to say a couple of words here about why bike lanes matter on interstate as well. Of course, primary concern is safety for existing cyclists. But the fact s. I've spent a lot of time in the past couple years riding around up in north Portland, and what I see is an opportunity to invest in a vision of a district that truly works for bikes as transportation. It's flat, it's close to downtown, it has neighborhoods that have a compact dense grid system, it's got connections to the 40-mile loop trail, a mix of businesses, homes and workplaces, and it's going to have that connection to transit that really can make bike transportation work. So what I see here is an opportunity to walk our talk. If we are the best bicycling city in north america what we have here is a chance to start from the ground up and provide good bicycle access to a commercial district that doesn't have the kinds of constraints that most of our commercial districts do. I guess I believe if we can't do it here, we can't do it anywhere. I'd like to commend pdot and tri-met for their work in making this all fit. They thought outside the road engineering blocks and they did a great job. Thank you.

Katz: Thank you.

Francesconi: One question. Did your broad-minded yet -- approach rub off on bob stole through this process?

Ciarlo: We're going -- you're going to have to ask him that.

Francesconi: I guess just -- your approach on this and other issues is so refreshing, giving the -- given the issues we have. You don't compromise your principles, but the issues we've got in this city, your approach is just refreshing.

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

Katz: Thank you, ladies and gentlemen.

Warner: I'd like to second something she said, katherine. Regarding walking the talk and stuff like that. It's always an amazing thing, the -- it's the monsoons, it's 11 o'clock and I volunteered to give somebody a ride home and she says, no thank you. It would be refreshing. These people actually go out into this weather and ride their bikes. So the safer we make it for them the better.

Katz: You still need a lot of education to do. With those that go through red lights on a consistent basis. All right. This has been a difficult issue. Both commissioner Hales and I sit on our once a month overview of the interstate project and this keeps -- kept coming up over and over, and you're right, you did solve this probably not a solution that everybody is going to be pleased, but I think overall the goal was to maintain the businesses and -- in a vital streak as well as a pedestrian friendly and a bicycle friendly neighborhood. Before I call up tri-met and pdc, do we have other people to testify?

Pam Arden: I'm pam arden. I'm a kenton resident and i'm here representing the 40-mile loop land trust. On page 2 of the document that the amendment 2 stuff, there is the comment about the 40-mile loop connection. And this is probably the third time i've been here to talk about this connection and how vital it is, and we have spent b.e.s. Funds to create the trail along the slew that connects to denver avenue. It stops right there and it's impossible to get across denver avenue.

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And when you come down denver avenue and you're heading north and you come down that bridge and you come to the end of the bike lane, it's -- it just stops. Nothing happens. So you have to have a safe connection. And b.e.s. Wants to connect and have a trail go from denver to east on the slew to vancouver, so we have to have a safe connection right there. And this is I think the best chance that we're going to have of something actually happening. The last couple of times i've been here to talk about this, we're concerned about it actually being in a plan this, is the first time it's shown up in print that says let's do something. So I think this is our best chance to have a group of agencies and bureaus work together to try to fund it and plan it and get it done. One concern that I have that I wish this had gone one step further in that you have still a need for connections to east and west delta park. You get to the end of that and you're going east and west on the slew, but you still have to figure out how to make the connection back over. So maybe there's more street markings that need to go and get over where you can get down to east delta park and safely underneath the bridge by p.i.r. So you can make those connections. The city's invested a lot of money there and it would be nice to have it all texted. Thank you for this opportunity.

Katz: Thank you.

Todd Lasher: I'm todd lasher, I live at --

Katz: Todd, bring the mike close to you.

Lasher: I'm todd lasher, I live at 5632 north atlantic. My wife and I have two businesses in north Portland, we also have two children and a basement full of bikes. So i'm in favor of this compromise. We've commuted downtown for eight years using both greeley and interstate avenues. I was a member of the original and the current interstate bike task forces. I felt the original task force made some deep compromising by rerouting the bike lanes off interstate at that little stretch between willamette and Portland boulevard to denver avenue. The interstate route is a crucial link to the city of vancouver to downtown. In fact I met a cyclist on a rainy night, probably a month ago who was actually coming from vancouver and I talked to him about the proposal and he was excited about having the potential of a closer connection to the i-5 bridge. But I was shocked to hear that a lender was trying to remove the lanes on interstate from lombard to denver. I'm sure you've heard the argument that it's impossible for businesses to lend a -- to lend to businesses that don't have on-street parking. It makes me wonder how far we'll go to accommodate the car. We have not only sacrificed air and noise quality and torn apart neighborhoods, but now small businesses can't even get financing without on-street parking per car. I remind you these are businesses that are along the light rail line. Hopefully people will be using the max. In creating this parking space, we're potentially interrupting the critical route for the bicyclists. I feel the work the original task force did needs to be taken seriously. Myself did -- and most of the other members gave up nights with our families to make these decisions. We don't -- we all want the best solution for interstate avenue and this solution that's proposed by the current task force omits the section that's -- that you've heard about south on interstate near denver. This may seem like a small concession, but just imagine as you're driving along you hit a detour and you have to go around. It's a nuisance when you're in a car and if it's raining and you're on your bike and you have to be rerouted it's quite a nuisance. So we've create add small roadblock. We need to keep bikes on the remainder of this multimodal route. We need to realize bikes are not just toys, but legitimate means of transportation. Thanks.

Dick Fairbank: My name is dick fairbank, I live in the kenton neighborhood. I bicycled a section that we're talking about here every day of the week five days a week to work. And i've been doing this for 12 years. The lines, the routing will make it a lot safer and it will make the traffic more accessible to the interstate bridge and the kenton neighborhood. Right now there isn't -- you have

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to almost help people through that routing because it's so difficult to find your way. Into north Portland. It will make it safer and better for everybody and i'm in favor of it.

Katz: Thank you.

Teresa Fairbank: I'm teresa fairbanks, I reside in north Portland. I'm an active bicycler. I ride to work, for errands. It's fast to go to the library and the video store than in my car. And of course I ride for fun and I encourage Portland to prepare for the future by offering all types and modes of transportation. Each time a person doesn't get in a car to do any activity in our whole metro area, benefits everybody. A little less congestion, a little less air pollution and hopefully a little less land used. Please stripe the roads so motorists know i'm out there and sharing the space with them. Please sign all bike routes so cyclists can follow and follow the most safest and direct route. I encourage you to complete the 40-mile loop, spring water trail. Thank you.

*****: I've got to pass this out.

Larry Mills: My name is larry mills. I reside at 1406 north winchel. Over the past decade, the kenton neighborhood citizens have worked in putting the neighborhood back in order. This revitalization effort has been frustrating and fruitful. An area of the city that was shunned, kenton and others north and northeast neighborhoods are now a destination. In 1997 kenton was honored with the mayor's spirit of Portland award as neighborhood of the year. A centerpiece of this evident was the redevelopment of the kenton business district. The final product of this long effort is to kenton downtown plan adopted by this council. This document provides a template for the redevelopment of our community. This plan embraces transit oriented development, the significant town center coupled with large parcels of property rezoned to come date high density development is a natural fit. Unfortunately this rosy scenario isn't so easy to implement. Special interests are having a huge impact on neighborhood issues -- plans, excuse me. Today is bicycle lanes versus on-street parking, tomorrow truck traffic versus neighborhood livability, and on and on. Simply not a level playing field. Our neighborhood becomes the battlefield, the interstate max bicycle task force is far from balanced. It very difficult to attend a meeting where the future of our meeting is decided by people who do not live there. Personally could I not understand why the bicycle lane even exists on interstate avenue from lombard to argyle once the designated bicycle route was established as denver avenue. Another requested of the task force was increased width of the sidewalk by asking the city and pdc to develop strategies. I'm sure you realize how difficult it is to encourage developers to undertake projects in inner city neighborhoods. This requirement is naive at best. All in all, this compromise is maybe the best we can expect. It's unfortunate yacht when you come this this -- unfortunate when you come this -- to this in the first place. Focus on redevelopment. There is something ironic about this whole proceeding. The area that we're discussing is directly adjacent to the argyle interstate intersection. A number of people in the kenton neighborhood with support from pdc, the imax, cac and other neighborhoods have attempted for several years to deal with the problem of truck traffic. Frustration is an understatement. The present design flies directly in the face of high density development plans surrounding the kenton station. We presently have approximately six acres of land that is actively considering redevelopment. Simply put, 80-foot trucks and children don't mix. I'm hopeful this council has the wisdom to help us deal with this problem. Our neighborhood's time is now, not in five, ten, or 20 years, when they might built ramps on i-5. You know I chuckle when citizens complain that all anyone does is go to meetings meeting and more meetings and nothing gets done. Now it's time, and for future generations, let's do it right.

Katz: Thank you, larry. All right, mr. Stoll.

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Robert Stoll: I'm robert stoll, i'm here on behalf of cascadia revolving fund. Revolving fund. As council knows, I for the last five months have been actively involved in some of these issues on north interstate, and that is because cascadia is sort of the input -- gate keeper as far as financing of the 1 hundred -- 105 businesses that are on north interstate that are directly affected by the construction that's going on on north interstate. I'm speaking today on behalf and in support of this proposal. Five months ago albina bank and cascadia became actively aware of the plans on north interstate. And at that time we were concerned, deeply concerned with the displacement of elimination really of parking on most areas. And it was our concerted opinion that we would not be able to provide financing to these -- to businesses along that area, and we were mindful of course of the mayor and others not to displace any of the businesses along north interstate. During the last several months we've worked with tri-met and pdot, and I want to say in particular that bob hasting, the chief project architect for tri-met, was incredibly effective in doing some redesign work on north interstate that has provided very substantial increased parking without a dis -- without displacing any bicycle lanes or causing any other problems. Also, there's been a marked change at -- many of which were his ideas on adding trees and -- in various areas and otherwise increasing the pedestrian affinity of -- for what is being constructed there. There still remains some challenges, and i'm not sure that everything -- that this plan is frankly going to work as it is now, but I think that certainly this is a big improvement, and the changes that are recommended in this thing today, this resolution today are appropriate. There are three things I would like to just mention very briefly that are needed on north interstate. We have both cascadia, albina, bank, and others, have low-interest loans available for these businesses to help them --

Katz: Is the council willing to suspend the rules and allow him to talk about the money he's going to lend the businesses? [laughter] yes.

Stoll: A problem exists -- thank you. The problem exists, however, for many of these businesses in that they do not need more debt. They already have debt. And really we had a meeting this morning at albina bank to discuss this, and we believe that if somehow 100,000 dollars of grant money could be located, we don't have this all worked out yet, but that is the magnitude, it's not a large -- in the scope of things, in a \$350 million project it's not a huge amount of money, but really what is needed is some grant money to help some of these businesses. I have the council may be aware of this, I have some photographs, some of which I just took this morning, which i'd like to pass forth to you. Two paragraphs, one is a preconstruction photograph of north interstate that shows the streetscape before, the second one is the same street area with what's happened with the construction. And then following that are some photographs --

Katz: Let me just interrupt. Our conversation is, there are a couple of important votes that impact tonight both dan and I are representatives, i'm going to send dan, so please excuse him. It's not that he doesn't care. Go ahead.

(At 4:37 p.m., Commissioner Saltzman left)

Stoll: The other photographs are photos of various of the businesses. And you'll see that there's piles of steel in front of these businesses. They're literally barricades in front of these businesses. There's nothing that can be done, and tri-met actually has plans now to move some of the steel from the side of the street into the center of the street as the street gets constructed. But there's basically when the sidewalks are built and so on, there's a moat around these businesses, and there's going to be failures. There's little question in anybody's mind that has any real experience there about what's going to lap. -- happen. And I think these photographs, you look at these photographs, you can see it right there. The second thing i'd like to -- so I think these businesses need some grant money. The second area that i'd like to address is the russell street, the intersection of russell and

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interstate. And that intersection was a gateway designated by the city as the gateway to the albina district. Right now there's a five-foot clearance between the front of witnessed mere pub and the -- widmere pub and the street. So a person stepping out of the pub has about a two steps to go before they're in the traffic lane right now. Across the street you'll see there's a photograph of a power pole. This is one of the photos there. There's a power pole here that -- and heavy power lines that go across a lot directly across from the widmere that destroys that gateway to the neighborhoods. The power pole desperately needs to be moved. The third area that i'd like to talk about very briefly is the connections that are between north interstate and mlk. And there is presently planned I believe to do a study of the connection on -- along killingsworth along mlk and north interstate. I hope we don't have the same problems with that development as we did with north interstate.

Katz: Thank you.

Francesconi: Just one. So what lessons have we learned from all this?

Stoll: Well, I think that the one overriding lesson I would say is that these are not simply traffic issues. These are not just transportation issues. These are redevelopment issues that the -- these have a profound effect on these neighborhoods. And really I think that pdc in my opinion, I don't know, you decide, but it seems to me pdc really needs to be more in charge of some of these redevelopment issues than transportation agencies such as tri-met or pdot.

Katz: And you say that because?

Stoll: Because I think that the -- this started out, mayor, as an idea that this was a redevelopment of this area. And I believe that the original plans that we were faced with in the springtime eliminating most of the parking along north interstate, left these businesses -- it would have been death valley, frankly. After you have a nice-looking station, you'd have fast-moving tracks along there. You'd have transportation, multimodes of transportation along that area. But if you don't have any community left after you're done, you might as well build the tract or whatever on the i-5 ditch. And -- because you're not going to have any -- there's not going to be any vitality to that, you know, along that avenue.

Katz: Thank you.

Katz: If the two of you are still up and standing after last night --

*******:** It was a late night, wasn't it?

Katz: Who's going first?

Ellen Vanderslice: I guess i'm going first. I'm ellen, I live at 2951 northwest raleigh street. It was my privilege to represent the willamette pedestrian coalition on this reconvened task force. I wasn't part of the original task force and there were a number of us who were knew and had to come up with speed no -- on this very quickly. I want to commend the task force for the collegial atmosphere in which we worked when we had such very different perspectives on things to be able to find the common ground and to really weigh the issues and to get the most return on the least giving up of bike lanes. I want to say from the willamette pedestrian coalition's point of view that bikes do belong on interstate, and the bike lanes are the easiest way that we can tell people that bikes belong anywhere. Where we needed to take them off it's our concern that we do the most we can with signing and other ways of conveying the information so that the roots are clear that clarity is very important. I would like to take a moment to speak in support of the committee's recommendations. We urged you, these were not the deal-breaking recommendations, but the two recommendations we make the connection to the 40-mile loop and that we look at a way of getting the 12-foot sidewalks on the interstate corridor through the corridor with future redevelopment. I won't belabor the 40-mile loop, because I think you all know how important that connection is. It is our opportunity to bring it before you again. Let me speak for a moment about the importance of

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the pedestrian environment on interstate. This will be a place where we want that vision of the future, where we have that multimodal experience. I think that four -- for the small retail environment it's vitally important that the pedestrian space be a comfortable and good pedestrian space. Now, in most of the corridor, we are going to have a ten-foot sidewalks with street trees because we're going to accommodate on-street parking which is very important. With tree well, which leaves four feet for pedestrians. That's at the station. So that's pretty minimal. I don't think it's unreasonable to suppose when you have [pause to switch captioners]

I know that it was brought up, but the regional bike route is on denver. Well, I rode on denver recently and the one reaction I had was, this is nice, but it's a long way from interstate. And I think the access, which I think we were trying to achieve, needed to be preserved and I feel very comfortable we did preserve it, and that particularly stretch and the stretch down closer to lombard now have 17 additional on-street parking slots. A very similar kind of effort that we made earlier at Portland and Killingsworth, which have had on-street parking since february of 2000, earlier comments notwithstanding. So we went out of our way to try to fit as much as we can to make this the maximum it can be -- pardon me -- on interstate avenue on 100 feet. So I really hope and expect that this will be -- meet your acceptance today. Thanks.

Katz: Thank you.

Walter Valenta: Walter valenta, 11919 north janzen. I'm wearing every hat I have on this one because I guess I want to share my lessons. I think what you asked mr. Stole is what i'd like to say. When we came to the light rail project, we all came with a bunch of visions and a bunch of things that we believe this revitalized street was going to become. And now that it's being built and we're actually seeing what we're getting, at least for myself, and I know for a lot of people, we're disappointed. We're not getting anything that looks like goose hollow or holiday street or 16th and broadway. We have narrow sidewalks. We don't have a comprehensive scoring pattern. We don't have much parking. We've made a lot of compromises, and yet we still have these very intense revitalization goals. The pot got stirred as we saw the street becoming constructed but not alive, and I think that all of the changes are very important. And there are still a few more that we hope will get brought in before the concrete gets poured because I don't want us to look back and say, gee, gosh, you know, if we just would have, because right now the street scape is actually not that great. And portions of it are maybe even bad. And we're not going to get that revitalization, those apartments with retail underneath unless we continue this tweaking. I don't know if it's the 12-foot right of way, because every one of these things has other trade-offs. You can't ask the developer to slice off four feet of already very narrow lots, but we have to work out something otherwise we're not going to really have that vital street. And so even though all the work's been good and even though what tri-met has done has been great, I think the movement that we made, there still is a little more movement that I think would be nice to make. And so I hope that we keep this question open a little longer and not this -- i'd like to resolve this issue, but the next set of questions that come up when we have that same sort of enthusiastic ability to change the plans even this late, because I think every one of the changes we've made so far is making the street more vital, but there still is additional work that needs to be done, in my opinion, and i'm glad to have the forum to tell you. Some of the places that we were meeting some obstacles with, we don't know how to proceed to break through. Mr. Stole had his technique for breaking through but we don't all have his technique. I wish we did, you know, and so please I hope we can have a continued open mind on the remaining issues, get this one behind us and next week that comes through we can finish and have as good an interstate as we can. Thank you.

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*****: Thank you. Mark smith?

Katz: That's it? Anybody else? Then we'll have tri-met and pdc come up here.

Mark Smith: Thank you very much. Commissioners, and mayor, my name is mark smith. I am a north Portland resident, and i've testified before you on numerous cycling issues. I'll make a comment, madam mayor. What you said earlier about running the red lights. I am a year-round bicycle commuter, and if you will deputize me, I will begin to hand out citations. [laughter]

Katz: I'll remember that.

Smith: I was on north williams yesterday morning and scolded someone for running a red light and got the typical flip-off that I usually get.

Katz: I want to say, I that on a regular basis, but I get hand signals that are a little abusive.

Smith: But there are responsible cyclists out there.

Katz: Yes, I know.

Smith: I had the pleasure of serving on the initial task force. I served on the most recently convened task force and I also am a member of the city's bicycle advisory committee. I think we struck a great compromise in this situation between the parking issues that were raised and the bike lanes, and I won't really rehash that. I'm the last speaker, at least on the list, so you've heard all of those opinions. I want to come before you right now just to let you know as a north Portland resident and a bicycle commuter and indeed an avid cyclist, there are people out there like me who support local businesses, who work downtown and support the bicycle. I eat at the night hawk restaurant. I buy rice at the market. I even bought my kids some videos at a little video store, north interstate avenue. So it is possible to accommodate bicyclists and have bicyclists be part of dynamic north Portland. Thank you very much.

Katz: Thank you. All right. Come on up. So, continue the table.

*****: Want me to jump in?

Katz: Identify yourself.

John Southgate, Portland Development Commission: I came from sick bay. I'm john southgate with Portland development commission and I suppose i'm to blame for our agency reopening this dialogue. I really want to say that I appreciate very much tri-met and p-dot working hard on this, the folks from bicycle task force, kenton community. I know it's a lot to ask people to after supposedly resolving something, coming back a year later and reopening it and having more night meetings. And I think, though, it's well worth the effort. I was looking at the numbers and steve awatta can correct me, but I think the preconstruction, the number of on-street parking space were 370 space. The design as of several months ago dropped it to 262. Now it's up to 350, give or take. We're still negotiating some final details. Where we were at 65% of the preconstruction number of on-street parking, now at around 85-90%. That makes a huge, huge difference. Everything we hear is that small businesses in particular really need on-street parking, and as you remember when we started this effort three years ago, the single message I took from that set of hearings was that no business will close as a result of our efforts. And that's an incredibly tall order. I'm pleased to say so far no business has closed, especially tri-met and jan shafer, they've come up with a number of things to keep those businesses sustained. Mr. Stoll and his organizations, cascade revolving loan fund, are also at the table. That's why we're here. I certainly support the compromise that was reached. It reestablishing on-street parking in three key parts. The one small business in lombard and the two important redevelopment blocks at kenton station. I think that's a wonderful solution. And I also am very supportive of the additional terms that the task force came up with in terms of looking at making the connection to the 40-mile loop. I think that's a great idea, and pdc is prepared to engage in that conversation with the other agencies, and I

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think possibly the private sector. And then the other idea of widening the sidewalks, totally support that. It will be challenging. Some blocks have very narrow dimensions, narrow depth, and other lots can probably give two or three feet relatively readily. We certainly will work hard for the entire stretch of interstate to try to achieve that. And I would add, also, the compliment is going to go to his head, but Bob Hastings in particular has really taken on this task. I'm sure he didn't appreciate a couple months ago I called him, Bob, we got a little problem here. He really went above and beyond to make this happen. There are a lot of people, citizens as well as agency people, that Bob I think has really done well to really make this happen.

Bob Hastings, Tri-Met: I'm Bob Hastings. [laughter] I work with Tri-Met. And 710 n.e. Holiday. Thanks to all for the kind comments. But looking back on this, we approached the issues as we have an approved permitted project that's been through a very arduous process, albeit an act 5 rated one and albeit a project unlike anything else we've done in Portland. A tall project with a lot of conditions on top of that. Probably the one thing, the thread you've seen today, through all of this and I think Commissioner Francesconi alluded to it, it has been a partnering process. And sometimes we hold each other's hands so we don't grab each other by the throat. But out of this is coming a very unique multimodal process, or multimodal design. PDC I think in their efforts this spring also learned of some new elements that we just didn't have the benefit of when we started down this path. And again, it's a process on PDC's part, inclusive, respectful, community-based, a very tall order and only a city like Portland could try and pull this thing off. We still have a lot more work to do along those lines. Through this new information and having Bob Stoll with his Cascadia revolving fund and the bank concerns really raised I think for all of us the reality of what it stays to -- takes to do this project and redevelopment. So on behalf of Tri-Met and P-dot, P-dot probably does not receive enough commendation for being fairly creative and bending over backwards and trying to find ways to accommodate within a standard city environment and sort of policies very special, unique situation. So, the whole process has been like that through the -- through this effort. Finally, this could not have happened without the bicycle transportation alliance, and committed, passionate and very informed people as well as other interested citizens. You've seen some of them coming up here, from Walter Valenta and Larry Mills. Their voices have been heard respectfully, and we're trying to accommodate some of the concerns they're bringing to us. I think at this point this chapter, hopefully with your vote today, will close. But we still have other chapters that we're still writing in this whole project. So we're committed to meeting the budget, committed to meeting the schedule and we're still committed to meeting the community's goals. So, thanks.

Francesconi: Actually, I have one question. We wouldn't be here if Commissioner Hales hadn't agreed to convene and look at this. P-dot is to be commended as well to look at this. The fire bureau, they really reassess everything, every fire, no matter what, they kind of do the kind of game plan, what happened, what worked, what didn't. If I'm taking this right, if Bob Stoll and Cascadia had not intervened, this might have been built, I think. So the question I still have, it was actually the mayor who said no business will close. Actually when you said that, Mayor, I thought, well, given economic conditions, given the fragility of these businesses, I'm not sure we can deliver on this. In any event, she was very clear and I think the council was clear. So how is it you can eliminate that much parking through design with those kind of instructions from the council? How did that -- I am having trouble understanding how that actually happened.

Hales: In part because the council also gave instructions about not condemning the property. We're trying to get 10 pounds of stuff in a 5-pound bag.

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Hastings: Part of it is, too, mr. Francesconi, part of your charge was also to design this project per city of Portland standards. And those are, you know, policies that are based on a whole lot of empirical evidence. But in this situation, we've had to give them back there with a very creative touch at the 11th hour to do that. So what it really came down to was how can we go even further in the charge? How can we go from bob stoll I think it was giving you low grades, but from a b which is sort of go to try to get to an a-plus, not because we wanted to do something good but because we had to do something better in this environment, in this location. So I really want to stress this is a very unique set of circumstances and the response has been very unique, you know, per that. So you can't do -- you can't go where we needed to get with just the standard kind of response. We had to do something much more creative. And that took p-dot's willingness to do that.

Hales: Thanks again. It's good work.

Katz: Further questions? Thank you, gentlemen. Roll call.

Francesconi: This is all very terrific. I have -- I wasn't even going to say -- but we have to work towards a system that citizens can have that, you know, kind of input and it doesn't take kind of special status in order to make, because the details make such a difference to create the kind of community. Having said that, this is a terrific thing that we ended up having a good result. I think it's better for the businesses, the economic viability. I think the pedestrian improvements, it makes it better that were mentioned. I think that the safety to some of the bicyclists is there. And also from parks' perspective, the connection of the 40-mile loop. I asked parks what lessons did they learn from this. One suggestion they had, when we have these kind of projects near the 40-mile loop, it would be good if parks is involved a little sooner. So i'd like to kind of pass that advice on for folks, because the issue of connecting the neighborhoods to the 40-mile loop so people can take tri-met to get there and use these on bicycles is something that's very important. We have some great projects coming online as we try to link this up. But that's another lesson that i'd like to add. I guess the last thing, though, is ultimately getting people together with different perspectives, who live in the area, but are also concerned about the area. This is really a great model that in most places it would have gotten built without the shaking. So even though we can do better, we're doing very well. I appreciate you folks -- everybody looking at it from the other's perspective and getting to this result. And thanks to tri-met, too. Aye.

Hales: In cardiology, there's something I think they must still do this, a stress test. I think this was a stress test for our civic health. Fortunately, we passed and didn't collapse in the process. I'm being a little teasing. I think it really does indicate civic health to the extent that someone can raise legitimate issues very late in a public works project, have to deal with a wide variety of public agencies, and citizens that have invested a huge amount of time in some cases or who are new to the issues and others but care about them, and get the yes. And you did. I want to commend all of you for that. It does take flexibility and it does take willingness to listen to the other and it takes some shared goals, which I think we have of having multipurpose streets that have real life on them in terms of commerce and housing and the other urban ingredients. But make that happen in a defined right of way that has a lot going on in it is a challenge and i've met that challenge very well. I appreciate it. A couple of things I want to flag for future work that I certainly want to devote some effort to, one is making sure this 40-mile loop connection does happen, that it's not just an inspirational action chart item but is a real connection, and to deal effectively with this truck problem in kenton, that larry has been sounding the alarm bell rightly about. Those are two in particular I want to focus on and work on some more. Again, bob, thank you for being aware of this issue and bringing it to us and trying to get to yes with us and with your concerns. Kathryn

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particularly, to you and your organization, thank you for special flexibility and broad understanding, as has been said here. And to all the task force members, from round one and round two, thanks for sticking with us. Aye.

Sten: I did want to ask commissioner Hales, that truck issue I wanted to get more information on that. I think that's a real issue. I'll be brief. This is why this is a great city. People advocate hard. They pay attention so that when mistakes are made, they can be improved and both sides get together and make something better. Makes it very easy to sit up here. Aye.

Katz: I really was surprised you were able to pull it off. The citizens did call. The citizens were involved. And not only bob stoll, but the northeast economic alliance were very nervous about it. The interstate task force was very nervous about it. And when we were confronted with this, we didn't get the answers, well, it's too bad. It's already done. And we'll make it work, or we'll do the best we can. People actually put their heads together, pdc and tri-met, and p-dot. But I think primarily tri-met started to work and thought a little bit outside of the box to make it work. And appreciate it. This is a transportation project that was supposed to help redevelop the neighborhood, and so those are the two goals that we need to keep an eye on. It isn't only a transportation project. It is a redevelopment project. If we wanted a transportation project, we could have dumped the light -- the light rail down on i-5. But it was there because we know that it adds vitality and life to a community. So, if there's more that needs to be done, then let's begin thinking about it now before the concrete dries. Aye. Thank you, everybody we stand adjourned.

At 5:04 p.m., Council adjourned.