



CITY OF  
**PORTLAND, OREGON**

**OFFICIAL  
MINUTES**

A REGULAR MEETING OF THE COUNCIL OF THE CITY OF PORTLAND,  
OREGON WAS HELD THIS **20TH DAY OF JULY, 2005** AT 9:30 A.M.

THOSE PRESENT WERE: Mayor Potter, Presiding; Commissioners Adams, Leonard,  
Saltzman and Sten, 5.

OFFICERS IN ATTENDANCE: Karla Moore-Love, Clerk of the Council; Harry  
Auerbach, Chief Deputy City Attorney; and Al Rider, Sergeant at Arms.

<b>COMMUNICATIONS</b>		<b>Disposition:</b>
<b>787</b>	Request of Gary Naylor to address Council regarding big box retail establishments (Communication)	<b>PLACED ON FILE</b>
<b>788</b>	Request of M'Lou Christ to address Council regarding big box retail establishments (Communication)	<b>PLACED ON FILE</b>
<b>789</b>	Request of Linda Nettekoven to address Council regarding big box retail establishments (Communication)	<b>PLACED ON FILE</b>
<b>790</b>	Request of Linda Williams to address Council regarding big box retail establishments (Communication)	<b>PLACED ON FILE</b>
<b>791</b>	Request of Brooks Koenig to address Council regarding big box retail establishments (Communication)	<b>PLACED ON FILE</b>
<b>TIME CERTAINS</b>		
<b>792</b>	<b>TIME CERTAIN: 9:30 AM</b> – Designate three Heritage Trees in the City of Portland (Ordinance introduced by Commissioner Saltzman)	<b>PASSED TO SECOND READING AUGUST 3, 2005 AT 9:30 AM</b>
<b>CONSENT AGENDA – NO DISCUSSION</b>		
<b>793</b>	Statement of cash and investments May 05, 2005 through June 01, 2005 (Report; Treasurer)  (Y-5)	<b>PLACED ON FILE</b>

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**Mayor Tom Potter**

**Police Bureau**

- \*794** Apply for a \$50,000 grant from Oregon Department of Transportation for highway Work Zone Enforcement Program (Ordinance)  
(Y-5)

**179420**

**Commissioner Sam Adams**

**Bureau of Environmental Services**

- 795** Accept ownership of 272.2 lineal feet of 8-inch concrete sanitary sewer pipe located within the 9800 Block of NE Multnomah St. from Tri-County Metropolitan Transportation District of Oregon (Second Reading Agenda 763)  
(Y-5)

**179421**

- 796** Authorize a contract and provide for payment for the construction of the Tanner Creek Sewer Relief Project, Phase 3, Project No. 5501 (Second Reading Agenda 764)  
(Y-5)

**179422**

- 797** Amend contract with TetraTech/KCM, Inc. to extend the contract term beyond 5 years for the Tanner Creek Phase Three and Four Projects No. 5501 and 5407 (Second Reading Agenda 765; amend Contract No. 33131)  
(Y-5)

**179423**

**Office of Transportation**

- 798** Grant revocable permit to The Portland Challenge to close SW Ankeny Street between 2nd and 3rd Avenues on August 21, 2005 (Second Reading Agenda 766)  
(Y-5)

**179424**

- 799** Grant revocable permit to Pacific Real Estate Management Group to close NW Couch Street between 11th and 12th Avenues on August 25, 2005 (Second Reading Agenda 767)  
(Y-5)

**179425**

- 800** Grant revocable permit to CC Slaughters to close NW Davis Street between 2nd and 3rd Avenues from August 20, 2005 to August 21, 2005 (Second Reading Agenda 768)  
(Y-5)

**179426**

- 801** Authorize negotiations for the acquisition of temporary construction easements necessary to complete improvements to NW 23rd Avenue, between Burnside and Hoyt Streets, with efforts to be conducted under the Eminent Domain Authority of the City (Second Reading Agenda 770)  
(Y-5)

**179427**

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<b>802</b> Amend contract with David Evans and Associates, Inc. to provide construction engineering assistance for the NE 33rd Ave and NE 33rd Drive Bridge Replacement Project (Second Reading Agenda 771; amend Contract No. 35496)  (Y-5)	<b>179428</b>
<b>Commissioner Randy Leonard</b>  <b>Water Bureau</b>	
<b>803</b> Amend contract with Murray, Smith & Associates, Inc. to provide additional professional engineering services for the Design of Downtown Transmission Mains (Ordinance; amend Contract No. 35665)	<b>PASSED TO SECOND READING AUGUST 3, 2005 AT 9:30 AM</b>
<b>Commissioner Dan Saltzman</b>  <b>Office of Cable Communications and Franchise Management</b>	
<b>*804</b> Extend term of Chevron USA franchise (Ordinance; amend Ordinance No. 164748)  (Y-5)	<b>179429</b>
<b>*805</b> Extend term of Southern Pacific Pipe Lines Franchise (Ordinance; amend Ordinance No. 155742)  (Y-5)	<b>179430</b>
<b>*806</b> Extend term of Chevron Pipe Line Company franchise (Ordinance; amend Ordinance No. 164747)  (Y-5)	<b>179431</b>
<b>Parks and Recreation</b>	
<b>807</b> Accept completion and Alternative Contracting Process for University Park Community Center, authorize final payment and release retainage to Pacific Coast Construction (Report; Contract No. 32888)  (Y-5)	<b>ACCEPTED</b>
<b>808</b> Amend contract with Cumpston Bros. Inc. for concession services at Eastmoreland Golf Course (Ordinance; amend Contract No. 51127)	<b>PASSED TO SECOND READING AUGUST 3, 2005 AT 9:30 AM</b>
<b>809</b> Authorize Intergovernmental Agreement with the Oregon Zoo for arboricultural services provided by Portland Parks & Recreation - Urban Forestry Division (Second Reading Agenda 774; amend Ordinance No. 179240)  (Y-5)	<b>179433</b>
<b>Commissioner Erik Sten</b>  <b>Bureau of Housing and Community Development</b>	

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<b>*810</b> Authorize subrecipient contract with Portland Housing Center, Inc. for \$107,242 to provide homebuyer education and counseling and provide for payment (Ordinance) (Y-5)	<b>179434</b>
<b>Fire and Rescue</b>	
<b>*811</b> Authorize Intergovernmental Agreement with Portland Community College for an Emergency Medical Technician Basic Course (Ordinance) (Y-5)	<b>179435</b>
<b>*812</b> Authorize agreement with the State of Oregon, Office of the State Fire Marshal, for Regional Hazardous Materials Emergency Response Team Services (Ordinance) (Y-5)	<b>179436</b>
<b>City Auditor Gary Blackmer</b>	
<b>*813</b> Correct amounts in findings which were referenced in error for properties assessed for system development charge contracts (Ordinance; amend Ordinance No. 179393) (Y-5)	<b>179437</b>
<b>*814</b> Approve contract with Moss Adams LLP, for financial audit and other professional services for FY 2004-05 and provide for payment (Ordinance) (Y-5)	<b>179438</b>
<b>REGULAR AGENDA</b>	
<b>815</b> Accept bid of Kodiak Benge Construction Co., for Street Improvements - SE 39th Ave., SE Schiller St. to Burnside for \$1,437,437 (Purchasing Report - Bid No. 104188) <b>Continued to July 20, 2005, 6:00 PM</b> (Y-3)	<b>ACCEPTED PREPARE CONTRACT</b>
<b>Mayor Tom Potter</b>	
<b>Office of Management and Finance - Purchasing</b>	
<b>816</b> Reappoint Daniel Knauss and Linda Baumgartner to the Purchasing Board of Appeals (Report)  <b>Motion to accept the Report:</b> Moved by Commissioner Adams and seconded by Commissioner Sten. (Y-5)	<b>CONFIRMED</b>
<b>*817</b> Authorize a contract with Accenture, LLP to provide systems integration services for the Enterprise Business System Project (Ordinance) (Y-5)	<b>179439</b>

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**Commissioner Erik Sten**

**Bureau of Housing and Community Development**

- \*818** Authorize a subrecipient contract with Portland Development Commission for \$12,012,005 for activities associated with the development of affordable rental housing, homeowner rehabilitation, neighborhood improvements and provide for payment (Ordinance)

(Y-5)

**179440**

At 10:23 a.m., Council adjourned.

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A RECESSED MEETING OF THE COUNCIL OF THE CITY OF PORTLAND,  
OREGON WAS HELD THIS **20TH DAY OF JULY, 2005** AT 6:00 P.M.

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

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

<b>819</b> <b>TIME CERTAIN: 6:00 PM</b> – Endorse skatepark siting committee recommendations to Portland Parks & Recreation and encourage future development of skatepark facilities (Ordinance introduced by Commissioner Saltzman)	<b>Disposition:</b> <b>PASSED TO</b> <b>SECOND READING</b> <b>AUGUST 3, 2005</b> <b>AT 9:30 AM</b>
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At 7:28 p.m., Council adjourned.

GARY BLACKMER  
Auditor of the City of Portland

By    Karla Moore-Love  
Clerk of the Council

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

**JULY 20, 2005**  
**Closed Caption File of Portland City Council Meeting**

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

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

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\* \* \*

**Potter:** I believe if our children are healthy in a community, our community is healthy. We invite experts to talk about children. It just so happens all of them are young people themselves, and we feel they're the best qualified to give us advice. This morning we have raymond glover, a sixth grader, could you come on up, please? Thanks for being here, raymond. Who is with you today?

**Raymond Glover:** My cousin nellie.

**Potter:** Is she visiting you?

**Glover:** She came with me to bring me down here.

**Potter:** Thank you very much for doing that.

**Nellie Love:** You're welcome.

**Potter:** I understand you know someone else here? You know this lady over here, Karla? Ok. Thanks for being here, raymond. Why don't you tell us what you'd like us to know.

**Glover:** My name is raymond glover. I went to gilbert park, now i'm going into the sixth grade at alice ott middle school. I am here to talk about my neighborhood. I live in southeast Portland off of 82nd and knight from woodstock. When I -- when me and all my cousins play basketball or even ride bikes, we have to watch out for cars because they come off of 82nd really fast through the street. I am asking for speed bumps or signs that say "slow down, children at play." thank you.

**Potter:** Thank you very much for being here this morning, raymond.

**Glover:** You're welcome.

**Adams:** I understand you might be familiar with Karla as well.

**Love:** Yeah. I'm her daughter.

**Potter:** Thank you very much for being here. [gavel pounded] city council will come to order. Karla, please call the roll. [roll call]

**Potter:** We'll begin by hearing communications. Please read item 787.

\*\*\*\*\*: [inaudible]

**Potter:** Are these folks listed individually on here?

**Moore:** They are.

\*\*\*\*\*: I hope we followed the correct procedure.

\*\*\*\*\*: We called in to be sure.

**Item 787.**

**Gary Naylor:** Good morning. I've got some testimony here i'm going to read into the record, try to stay within the three minutes. We're here to ask your help in taking the initiative in responding to a type of development that affects everyone in the city of Portland. We are asking for your support in exposing correcting the negative impacts of some big box retail developments and practices. We are a sunshine committee of the land use and transportation committee of the southeast uplift coalition of 20 neighborhood associations in Portland. This subcommittee is an outcome of a well-attended retreat sponsored by the land use and transportation committee where the many negative impacts of big box retail establishments on our neighborhoods and the community emerged as a highest priority issue. We have seen the groundswell of citizen concern and the aggressive response to siting a big box retail use of the east end of the burnside bridge. We're aware of the

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rapid growth of opposition to the negative impacts of these establishments by local communities in hollywood, cedar mills, Oregon city, and gresham. Neighbors with only their resolve and local land use and transportation regulations have challenged big boxes proposed in their areas. Land uses those affects -- would be harmful. Since we began calling for meetings with yourselves and your colleagues in Multnomah county and metro, we have learned of yet another big box controversy, the proposed wal-mart on mclaughlin boulevard being contested by five southeast neighborhoods. Several months of education and networking on this topic have convinced us that the greater community must become more educated about the burdens these establishments often impose and that our elected officials need to adopt additional tools in order to prevent these burdens on our community. This defense is not one that citizens should have to mount on their own and not in one area after another. Yet wal-mart, the most notable of these retailers, is intent on adding a minimum of five or six stores in the Portland area over the next few years, according to news accounts. Although many people react negatively to the large sterile building and parking lots, the traffic, and the impersonal store experience they associate with big boxes, those characteristics of these uses are only the more recognizable issues. Most people are not aware of the profound economic and social impacts we brought up in discussion was you and/or your staff impacts noted by economists and others around our country who have studied these stores. Impacts covered in the news and in t.v. Documentaries like front line on p.b.s. Speaking of front line, in their documentary they unmasked wal-marts claim of providing a necessary service for low-income people because of their consistently lowest prices. In researching this claim, front line found wal-marts advertisements are usually for low-quality items often hard to locate among more enticing versions at higher prices, often as expensive if not more so than in other stores. This is one example of information that needs to be considered in an overall examination of big box retail establishments. Thank you.

**Potter:** Thank you.

**Item 788:**

**M'Lou Christ:** M'lou christ. How are you doing? How is our river? I live at 900 southeast 13th. We're aware of the need to attracts outside dollars to our region and to support our own local entrepreneurs. But our valiant efforts to grow our economy are being negated by some of the huge retailers coming in, retailers even Portland development commission and other government agencies often court and subsidize. Those who are supposed to foster our long-term economic well-being aren't bothering to follow the dollars. To compare the pros of these stores such as the taxes they pay to the costs they impose on us. The most obvious direct economic problem is that they send up to 60 to 70 cents of every dollar they receive from customers immediately off to their out of state headquarters. That capital is gone. And with it the multiplier effect being spent over and over on local goods and service that's would have occurred if they had been spent at local retailers. Additionally their cut-throat buying, pricing and hiring tactics tilt the playing field away from local retailers and we taxpayers, including the local retailers, are left to subsidize housing, health care, and food for the employees of these killer boxes, as they're called in the industry. Killer boxes because they receive little or no benefits and less than family wage pay. To paraphrase meredith wilson in the music man, "either we're closing our eyes to a situation we do not wish to acknowledge or we're unaware of the -- we've got trouble, my friends, trouble, right here in river 70." we started looking for information on and solutions to this trouble. Some students in an economic development course at p.s.u. Took up our research effort for their class project last term, they compiled studies on big box retailing and examples of tools enacted or proposed to protect other jurisdictions from these harms. We have one hard copy for the city and a disk for each of you of their research, plus a printout of the table of contents, categories of applicable tools, info sources found since the disk was compiled and the web sites of the three october martinique lewis groups like the one you see here today, currently fighting proposed wal-marts this research includes research by business lead nurse austin, texas. It's a sample of the -- your materials include austin



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city council's response to that citizen request. We ask to you review this information, encourage, and join public discussion on it, and offer your support for adoption very soon of new regional policies to diffuse the economic environmental, and social retailers' problems caused. Thank you.

**Item 791.**

**Brooks Koenig:** Good morning. My name is brooks koenig. I live on southeast harrison street. I want to start by reading a different approach that was taken by vermont that they were limiting the size of big boxes, and then address the austin material that m 'lou mentioned. Where I read vermont here, I think you could readily substitute Oregon, or Portland, or the neighborhood you live in. Vermont insists on seeing itself as a coherent place. To be in vermont, despite big commerce, is to be someplace distinct. To live there is to feel part after particular culture. Vermont's quarrel with the homogenizers of the world is mainly an assertion of identity. Vermont's gift to itself, by example no other american places, is that it dares to take itself seriously. As was mentioned, there was a resolution in austin, texas, and I want to read the resolution and then come back and pick up some of the bases that they establish that. Now therefore be it resolved that the austin city council established the requirement for a conditional use permit for all proposed large-scale retail developments that will include an impact analysis, demonstrating the net cost and benefits to the community. The impact analysis will be paid for by the applicant and will include the possibility of negotiated exactions to mitigate substantial costs. If substantial costs cannot be mitt mitigated the city will have the right to deny a building permit for the project. So they're there are very different approaches that different jurisdictions take, yet the basis for addressing the problem or addressed -- are addressed in a number of the whereas clauses. So whereas these stores which can exceed 200,000 square feet and require over 20 acres of paved parking have equally massive impacts on area workers, neighborhoods, and our local economy. Whereas despite huge profits, many big box changes do not provide sufficient wages and benefits for the majority of their employees to live without public assistance. Whereas local governments must subsidize health care, housing, and other services for the underpaid employee of these highly profitable corporations while shoulder than increased costs for public safety, infrastructure, roadways, and environmental impacts. Whereas the addition of ever larger retail outlets does not increase the city's tax base, but simply shifts tax revenues from existing stores. Whereas the city of austin must have the means to fully evaluate the net cost and benefits of such massive projects and to withhold approval of the project if there are net costs of the community are found to be too great. Thank you.

**Potter:** Thank you.

**Adams:** Thank you.

**Item 789.**

**Linda Nettekoven:** Good morning. My name is linda nettekoven, I also live in the hand neighborhood. I wanted to add a few testimony statistics about the impacts of a particular big box chain as well as highlighting some approaches used by other communities in response to these concerns. In 1994 a vermont cost analysis on a proposed wal-mart super store showed that for every dollar in tax benefit created, there would be \$2.50 in tax losses and public costs. The 214 jobs that would have been created would be offset by the loss of 381 jobs at other local businesses. You see d.u.c. Berkeley, to did to another state, this study in 2004, that showed that california taxpayers are currently spending \$86 million a year providing health care and other public assistance to the state's 44,000 wal-mart employees. The average worker requires \$730 in taxpayer funded health care and over \$1200 in other forms of assistance such as food stamp and subsidized housing. Wal-mart workers earn 31% less than average workers for large retail companies and those would be the safeways, albertsons, particularly the unionized shops, and require 39% more in public assistance. If competing super markets and other large stores adopted wal-mart's wage and benefits levels, would it cost california taxpayers an additional \$410 million a year in public assistance. And I guess this obviously the city does not fund the social service portion of our

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community, but when you're thinking about the welfare of children, this kind of a bite into the public tax fund is pretty significant. We don't know of anyone who has compiled such statistics for the Portland area, but we have begun to talk with p.s.u. Faculty and our metro commissioners about ways our local jurisdictions can work together to gather such info. And the information that we bring you today we think speaks -- speaks of the need for some prompt action in this regard. Granted, we already have very useful environmental requirements, storm -- store design, storm water management, and transportation requirements can mitigate some of the harmful effects, but that doesn't begin to look at the social cost and at the role that the stores play in our economic development strategy, their impact on our local businesses, which we've been trying to nurture. We're asking for tools to reduce the impact of these stores before they're built in our communities. Some cities have banned retail outlets over a certain size, and similar bills proposed in montana and minnesota would impose a tax on gross receipts of retail stores that have \$-- more than \$20 million in sales annually and do not provide employee compensation worth at least \$22,000 a year or have more than one-quarter of their employees working less than 40 hours a week. We've already presented this information to our commissioner and we hope to reach other jurisdictions. We plan to ask metro to be the lead agency for this effort since they have the regional jurisdiction. But we're asking you to push for a comprehensive regional analysis of these potential impacts and that will lead to the development and implementation of these kinds of tools. Thank you very much.

**Adams:** Thank you.

**Item 790.**

**Linda Williams:** I'm linda williams, I live in milwaukie, Oregon. We're five years late in launching this effort, but the unfair practices of these firms have already caused worldwide harm that protections in one spot don't preclude the problems in the next town or surroundings. We can begin here in our you're ban area. Our efforts may grow wider, our own congressman earl blumenauer has already spoken about this problem on the floor of the u.s. House. As a first step, we and these other citizens from around the area demand that those elected and hired to oversee general economic, social, and environmental well-being of our metro area begin working now to resolve this harm. You, city commissioners, are responsible for policies and programs to address a wide range of environmental, economic, and social conditions for Portland residents. You also work to ensure Portland participates with neighboring jurisdictions when those issues have regional impact. You know there's more legitimate demands for city assistance than local revenues can provide. Additional burdens on the environment and the loss of hard-earned local capital and family wage jobs will only add to your budget difficulties. Surely you realize your obligation to add support to enact policies and to establish new tools to overcome the harmful practices of these big box retailers. Will you make this commitment, please? Thank you.

**Adams:** Thank you. Could you email a copy of your testimony to me? Each of new -- each of you? I thought I was very compelling testimony and I absolutely make the commitment to pursue your request.

**Potter:** Is that the communications? Ok. We'll go to the time certain.

**Moore:** Do you want do the consent agenda?

**Potter:** Oh, yes, the consent agenda. Any commissioners wish to pull the items from the consent agenda? Does anyone from the audience wish to pull any items off the consent agenda? Please read the roll call.

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

**Potter:** Aye. [gavel pounded] now we'll go to the time certain. Please read the 9:30 time certain.

**Item 792.**

**Saltzman:** Mr. Mayor, members of the council, it gives me great pleasure to do the almost my favorite thing on city council, and that is designate more trees as our heritage trees under our heritage tree program. And we have phyllis reynolds, who is the -- our chief heritage tree finder,

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designator, all wrapped into one. And she has three trees to present to us today to consider to put into our heritage tree program.

**Phyllis Reynolds:** Good morning. I'm phyllis reynolds, a member of the you're ban forestry commission and chair of the heritage tree committee. I do have three trees, and here you see the first one. It's a gary oak. It will be number almost 25 of the gary oaks we have in the city as heritage trees. They're not you're ban trees as a rule, and so any of them, they're natives, any of them that we can save that are big and old like this one we do. It says right away, question mark, it is in the right of way. So it's a public tree. The next trees are two london planetrees. They are -- the first hybrid tree that is of known existence. They were hybridized near london, england, in the 1600's, and that's why they have the name london planetree. They are a cross between two other planetrees, and these guys, as you can see, get nice, knobby trunks. These are two in irvington, and they're very good examples of what an older london planetree looks like. And they're in good healthy condition, and so we decided that both of them in the right of way should become heritage trees. The next one, unfortunately I can't present, it's just a briefly a ponderosa pine on 29th and fremont. It's on private property, and we don't have a consent form signed yet, so I hope I can bring that to you later, because it's a corner on -- on an old donation land claim. The last tree is a show bark hickory that looks weird here, because it doesn't have any leaves. We took -- I took this picture way back in the spring, but it is a tree that was written about in "the Oregonian" I think three weeks ago. And it is big. It's unusual, there are not too many shellbark hickories in the city, it's a native of the eastern part of the united states, and they produce nice nuts to eat, and so this -- we know this tree is in good condition because it's taken care of by one of our committee, ann arborist, and we feel that it's worthy of heritage status also.

**Saltzman:** I see the height, 92 feet, and it says s.

**Reynolds:** Spread. From the farthest branch on this side to the farthest branch on this side.

**Saltzman:** Those are the ones?

**Reynolds:** That's it.

**Saltzman:** Ok.

**Potter:** This is a -- any questions from the commissioners? This is a nonemergency and it moves to a second reading. Thank you very much.

**Saltzman:** I just want to thank the urban forestry commission and phyllis in particular for their continued advocacy for the great trees in our community.

**Adams:** We need more trees in north Portland designated.

**Reynolds:** Oh

**Adams:** Apparently you agree.

**Reynolds:** Oh, yeah. We're going to have another field trip next week, and three or four of the trees are in north Portland.

**Adams:** Look in the columbian cemetery, if you would. On north columbia boulevard. A bunch of big old trees there. But I don't know --

**Reynolds:** Who owns the cemetery?

**Adams:** It's privately held, isn't it?

**Leonard:** I think metro.

**Reynolds:** Whoever owns it has to sign a consent form.

**Adams:** I'll work on that if you tell me if it's a good tree.

**Reynolds:** We'll have a look.

**Adams:** Thanks.

**Potter:** We'll go to the regular agenda. Please read item 815.

**Item 815:**

**Jeff Baer:** Good morning, mayor Potter, members of city council. I'm jeff baer, the acting purchasing director for the bureau of purchases. Before you have a purchasing agent report to

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council requesting approval to execute a contract with kodiak benge. One of the things that is not noted on this summary is that kodiak benge is a state certified women-owned business, and so a \$1.4 million project is going to a wbe of which they also have identified as part of the subcontracting opportunity 13.7% to a minority business enterprise. So I think this is a very good presentation as far as the amount and going to the state certified firm. So with that i'll stop there and any questions, i'm glad to answer those.

**Potter:** Is there anyone from transportation here? I had a question about the scope of the effort, specific to southeast 39th. I understood that between powell and holgate they're going to be reducing the number of lanes.

**Baer:** That I don't know. I haven't seen anybody from pdot.

**Mary Volm:** I know about it. Mary volm, city wide public information. The project in its original scope was between holgate and ankeny, and due to financial constraints, it is now between powell and ankeny. It will be restricted to two lanes in -- one in each direction, and because the work requires that you dig all the way down to the base, there has to be base repair, so that's about six or seven inches, and when you grind that out it makes it very difficult to move across lanes. So access will be maintained to all the businesses and residents during the construction, but they're going to do it in five phases starting most likely from powell to division, and then keep moving in phases towards ankeny. Does that answer your question, mayor?

**Potter:** It does, except for the cover letter to the council from jeff saying that it goes from southeast schiller to burnside.

**Volm:** It's my understanding the scope of the project, due to financial constraints, has been limited to powell, which odot has just finished powell, and -- in that area at 39th, so from powell all the way to ankeny. And I have -- I know that they had to narrow the scope, both for financial constraints and request from the neighborhood for a larger look at streetscape improvements in that area that they wanted to address.

**Potter:** Is this -- does this require a meeting of the contract it? All refers to schiller.

**Baer:** I would suggest we hold off and hold this off until next week and have a representative from pdot, and then if it needs to be amended, bring that back next week to council if that's ok.

**Potter:** Is that ok, folks?

**Saltzman:** Are we having council next week?

**Moore:** We may not be.

**\*\*\*\*\*:** I think the start date is august 1, because we have such a narrow window to finish this project for the summer.

**Moore:** We currently don't have any other items for the agenda for next week.

**Volm:** Is schiller past holgate?

**Potter:** It's about three blocks south of holgate. So the on -- it's on the other side.

**Volm:** It's from powell to ankeny, I do know that.

**Baer:** Perhaps as another option we might be able to file an amended report to council to make sure that the scope of work as indicated in the report really reflects what is actually being done.

**Potter:** Ok. I was concerned when I originally heard from brent williams they were going to be reducing the number of lanes on 39th avenue.

**Adams:** Permanently?

**Potter:** Yeah. Between powell and schiller.

**Volm:** And that -- I think that's why not only financial constraints, but that is why they took that portion of the paving off of this contract, because the neighborhood had requested further study of streetscape improvements and what was necessary more traffic study. That was my understanding. I'm sorry i'm not --

**Potter:** The difference between what's been offered to the council as to what you're saying. We can't vote on both.

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**Adams:** Is it possible it could be held over until 6:00 p.m. And that you -- when the council is meeting at 6:00 p.m. someone could be here tonight --

**Potter:** We could hear that very first thing very quickly. Ok. Thank you.

**Adams:** As - - I realize you have the right to bring things directly to council, but if they're related to transportation or b.e.s., if they could -- if you could --

**Baer:** Run them through your office?

**Adams:** At least provide a courtesy briefing so I might be able to catch some of these things, or at least one more set of eyes on it.

**Baer:** Absolutely.

**Adams:** Thanks.

**Potter:** So this will be set over until 6:00 p.m. tonight. Please read item 816.

**Item 816.**

**Potter:** Are either daniel or linda here?

**Dan Knauss:** I'm dan knauss. Nice to see you again.

**Jeff Baer:** I'm not linda, i'm jeff baer with the city of Portland, bureau of purchases. Linda was unable to be here this morning, but she wanted to express her appreciation to city council to thank you for the support and to be able to participate on the board of appeals. She works for Washington county as the procurement supervisor, and as such she's said that she's very interested in continuing to participate. She's able to take some of the information and lessons learned from the appeals that present themselves periodically and apply those to her own public agency at Washington county. And just to give a real brief history on the board of appeals, it is a three-member board of which one representative must be from the public purchasing sector, and it's where linda baumgartner comes in as the purchasing supervisor for Washington county. The city engineer or designee, and that is steve townsend with the office of transportation, and his appointment is through april of '06, next year. And a member of the general public with affiliation to the purchasing industry, and that's where mr. Knauss comes in as that participant. So i'll turn it over to dan if he wants to say anything.

**Knauss:** I also appreciate the council support on this project. I think the program, since its inception, has gone along ways to streamlining the processes within the city, and that some of the things that would have probably come to the council have been able to be resolved prior to getting to the council and freed up your time, and the body's time to work on other important matters. And, again, I think you have resume and/or background on me, so i'm pleased to answer any questions you might have of me.

**Potter:** You're the presiding officer?

**Knauss:** Yes, I am.

**Potter:** What does that function do as opposed to the regular member?

**Knauss:** It is more an informal function. It basically chairs the appeal and announces to the public and to the parties the agenda, takes care of making sure that the appeal is handled accordingly.

**Potter:** Other questions?

**Saltzman:** Is there a singer -- you're a singer in the Portland symphonic choir?

**Knauss:** Yes, I am.

**Saltzman:** I like that. Great.

**Adams:** I just want to thank you for doing what I think is a difficult and often thankless but very important job. I really appreciate it.

**Knauss:** I appreciate that.

**Saltzman:** Since you're here, we should commend you on the excellent job you did on the impreglio-healey purchasing appeal, it was very well -- the council basically upheld your decision, but we appreciate all the work you did on that.

**Knauss:** On behalf of the board, I thank you.

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**Potter:** Do I hear a motion to accept the report?

**Adams:** So moved.

**Sten:** Second.

**Potter:** Please call the roll.

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

**Sten:** Thank you for your service. Aye.

**Potter:** Thank you very much for what you do. We really appreciate it. Aye. [gavel pounded]  
please read the next item.

**Item 817.**

**Ken Rust:** Good morning. For the record, Ken Rust, the director of the bureau of financial services.

The ordinance in front of you this morning will authorize a contract with accenture, llp for the most important project for the city's financial system in the past probably 15 years. It replaces our current system and really moves us into position to I think extract a lot more efficiencies and common use information in our financial and h.r. systems, a tremendous step forward, a very big improvement and long overdue. The contract itself is for phase one. The project is really broken into two phases. The first phase really focuses on developing best practices, assessing where we're at in our current use of systems, developing the requirements for a request for proposal for the software vendor, selection of the software vendor itself, development of a work plan for phase two, etc. Phase two would be undertaken we think probably around the first of next year. It would be -- we would have a separate contract coming for council approval at that time. If accenture does a good job for us, which we hope they will, we would be recommending that they would be selected for that as well. The r.f.p. Process envisioned a two-phase process, and they were selected with that understanding subject to good performance in phase one. So there's been a lot of discussion about this project. It started about a year ago with council, we brought the idea of replacing it to council as authorize by council via a resolution in august of last year. It's been made part of the budget process. We've done a lot of prework to get to this point. We're now ready to start the hard work of actually replacing i.v.a.s. And I think really making ourselves able to do a lot of the things that we're continually frustrated by, in terms of the lack of our current capability and system. With that I ask for your approval.

**Potter:** Questions from the council?

**Saltzman:** Yes. I wanted to know, so accenture will help us put together the r.f.p. for the software. What would be phase two, over seeing the implementation?

**Rust:** Phase two would be the implementation. We have selected a software vendor and then there would be the actual process of mapping our systems into that new software, a lot of testing, a lot of work of the actual implementation work. Similar to what's going on with the utility billing system.

**Saltzman:** I guess for the utility billing system replacement we have an independent quality assurance firm on board as well. Are we going to have that for this project too?

**Rust:** Yes. We already have that firm selected. They've been on board for about six months and they'll continue to work with us on both faces of that project. That's pacific consulting group. The same firm. We went through a process to hire the q.a. Firm and they were the best qualified and the unanimous recommendation for hire at that point.

**Saltzman:** Ok. Thanks.

**Potter:** Other questions? Thank you. Is there anyone signed up to testify on this?

**Moore:** No one has signed up.

**Potter:** Does the commission have any further questions? Karla, please call the roll.

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

**Potter:** Aye. [gavel pounded] please read the next item.

**Item 818.**

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**Sten:** This is our annual contract between bhcd and the Portland development commission. I think everyone is aware the development commission does most of our implementation work. It's a step along the way, we set the policies working with the council and the housing and community development commission, and basically hire p.d.c. To make the loan decision and to make the projects happen. And in fact, it just strikes me this relationship works very much the way I think the council is trying to get to with all the issues at p.d.c. In the -- it's a \$12 million contract, so I wanted to give as much detail as the council might like today, and also I would share this is reflected in bhcd's budget that we've adopted, and also in the Portland development commission, which we've sort of adopted. With that, i'll turn it over to you.

**Trell Anderson:** Good morning. Trell anderson, housing program manager. This is todd burton, the housing operations manager at p.d.c. We work very closely together to put this contract together and then to medical it -- manage it throughout the year. As you can imagine, there's a number of projects annually that are under construction as well as we as the development -- ask the development commission to issue proposals, and we're very much involved with that. In this \$12 million project, \$10 million, \$10.5 million is for rental housing development and the ongoing asset management and compliance components that come with managing the federal funds as well. With that, i'll stop there and entertain questions. We typically haven't brought this to council in the past, hit been handled on the consent agenda, but we know we wanted to do it on the regular agenda this year.

**Todd Burton:** All I might add, todd burton with the Portland development commission. Our commission approved this same agreement at its meeting on june 22, so we're ready to go upon execution, and we look forward to working on this continued relationship we have with the city.

**Saltzman:** What are your suspective administrative rates for overseeing this \$12 million?

**Anderson:** As I understand, todd, correct me, there -- we don't have a percentage per se. There is a cost allocation plan that p.d.c. Can direct costs specifically to the work that's assigned to the bureau's projects, and that's done in a number of ways. For example, there's an existing loan portfolio, where a number of the loans are federally funded loans, but a number of them are funded through tax increment. So the form lacks the cost allocation rate can take that into consideration and apply appropriately federal funds to administer the asset management and the loan services to that. But there's no set rates, it's really a cost allocation plan.

**Saltzman:** What about bhcd? Do you have an administrative rate or an overhead rate?

**Anderson:** For our entire bureau we're under 10% of the -- of our total budget. The federal government does set administrative caps for us with the block grant program, for example, which is 15%. But overall our bureau we're under 10%.

**Saltzman:** Thank you.

**Potter:** What's the product that comes from this \$12 million? What do we see, what will the citizens see different?

**Anderson:** What they see is a number of new affordable housing projects coming online, so you've attended several of the openings, springwater commons, for example, commissioner Leonard was funded through this contract. We have a general agreement that this money is spent outside of you're ban renewal district, so that implies it's being spent in the neighborhoods. And, for example, this year we -- through the request for proposals for rental housing, we received 11 proposals, the review committee that we pulled together annually is recommending funding for seven of those, and through those seven proposals we're going to bring over the next year, year and a half, 168 units online of affordable rental housing.

**Potter:** And who owns the house something.

**Anderson:** Typically the project sponsors will own the housing. Often times those are nonprofit community development corporations that we've been working with to build the nonprofit housing industry and support these c.d.c.'s, the community development corporations. But private

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developers are also welcomed and encouraged to come and apply for the funding and it could be a private developer who owns it outright individually, they often put together limited partnerships to own the property. But all of it is regulated and restricted through a grant agreement or loan agreement that the commission executes that runs with the property. In rental housing if you remember, it was I think 1998 when the council approved a 60-year affordability agreement, so that's part of the executed document that runs with the property now, so any project receiving this funding has to maintain its affordability to the prescribed low-income population or special needs population for 60 years. Which is a national precedent.

**Potter:** Even if it transfers hands, let's say it's a private developer, that agreement would go with the contract for the house?

**Anderson:** That's right. Yes.

**Potter:** Other questions? Karla, please call the roll. Actually, is anybody here to testify? Ok. Thank you.

**Adams:** Good work. Thank you. Aye.

**Leonard:** I continue to be impressed by the work you do. That project that you alluded to on foster, springwater commons, is a great project. Good family housing. Aye.

**Saltzman:** Good work. Aye.

**Sten:** Thanks. Aye.

**Potter:** Ditto. Aye. [gavel pounded] thank you very much. The last item for the morning, we'll recess until 6:00 p.m. Tonight. [gavel pounded]

At 10:23 a.m., Council adjourned.



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**6:00 PM**

[roll taken]

**Potter:** We have a previous item from this morning to deal with very quickly.

**Item 815.**

**Moore:** Accept bid for kodiak benge street improvements for \$1,437,437.

**Potter:** Position we want to make this quick, because we have some very important people here to testify. You know what the issue is.

**Jeff Baer:** I do. We've revised -- there was confusion this morning about the recommendation to award the contract and the issue was, it wasn't clear to us there was an alternate a and alternate b to the proposed project. The title was the 39th avenue street improvements from schiller to burnside. And because of the funding sources and the amount of bids that -- the amount the bids came in at, we elected to go with alternate b, southeast powell to southeast ankeny. So we've got representatives pdot to talk about that project specifically.

**Steve Townsend:** Steve townsend, head of engineering services. We had limited funds, so we -- plus we had the neighborhoods in the southeast area, express interest in trying to work with us on some improvements south of powell. And due to our limited funds and trying to work with them and get their issues resolved, we bid the project in two pieces from ankeny down to schiller and also ankeny down to powell. Once the bids came in and we hadn't gotten everything resolved with the neighbors south of powell, we decided to go with option b, unfortunately in our letter that went back we said award option b but we didn't change the title of what the limits were to say ankeny to powell. So that was a paperwork mistake on our part.

**Potter:** Ok. Understood. Any questions? Call the vote, karla. I just wanted to find out for sure.

**Leonard:** All those neighborhoods you mentioned, woodstock was the most important. [laughter]

**Saltzman:** Your penalty for that error was to be here at 6:00. [laughter]

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

**Potter:** Aye. [gavel pounded] thank you, folks. Sorry to have to make you stay late.

**Item 819.**

**Potter:** Commissioner Saltzman.

**Saltzman:** Thank you, mr. Mayor, and member of the council.

**Leonard:** I guess that's right.

**Saltzman:** As the relatively new commissioner in charge of the parks and recreation bureau, I certainly come to learn quickly that one of the things that Portland parks and recreation has to do is to meet as many of the needs for recreation, open space, solitude, as evolves over time. And clearly the uses for our parks and the demands on the use of our parks for recreation does change over time, and I think the -- what we're about to hear tonight is a classic example of a need that needs to be met. And that is the need for skate parks. And it's a critical need within our parks and recreation system. These facilities will serve a significant percentage of youth and youth at heart, including members of my staff who are staunch skateboard advocates. And we need to provide public places for people to practice the sport of their choice. And specifically when voters passed the parks levy in 2002, they made it clear, and we committed that skate parks would be a part of that work. And the levy funds have been used as you will hear today, to deliver on that promise. The receive I -- levy funds were used for the extensive outreach process that's resulted in the recommendation that's are before us tonight, and they also will be used to fund, to build skate park at glen haven park, and to redo the skate park at pier park. And one of the things I will be doing with the parks director is also to look at other opportunities to secure funds to fund other sites. With the goal of having three new skate parks in Portland by the end of 2006. If adopted by the council, the report you many soon hear about will recommend a system of park sites, geographically distributed around the city, which will begin to meet the needs of all users from beginning to advanced, n planning this system

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the parks bureau worked with representatives from each of the seven neighborhood coalition, skateboarders, b.m.x. bikers, and others. Over 300 sites were reviewed, there were 30 public meetings, 18 months of work, and now 19 sites will be recommended to us. The system approach to siting skate parks is the first to be undertaken anywhere in the United States, I'm told, and other cities have already begun to look at us -- Seattle among them -- to see how we've approached planning for this system. I'm excited to have the chance to review this recommendation and have future possibilities for meeting the needs of these athletes. And I should say that one of the things I've learned already from our parks director is that parks needs to be fluid, and some of the decisions that we'll talk about tonight may not be in -- will not be engraved in stone, and as we learn more about the needs of b.m.x. Bikers, skateboarders, and how we can accommodate those uses together, we'll make decisions accordingly with respect to the present sites we plan to build by the end of 2006, but also by the 16 or so remaining sites that we need to flesh out. So it's very much a work in progress, but it's of a significant point right now where we have significant public input and has resulted in these 19 recommendations. So I'd like to turn it over to Zari Santner, our parks director, and she'll begin our presentation.

**Zari Santner:** Thank you very much, commissioner. Thank you, mayor, commissioner Leonard. We are obviously very excited to be here tonight to present to you this comprehensive network of skate parks within our system of parks and recreation. We're going to have a 20, 25-minute presentation, and there are a lot of people involved in presenting this to you. There are about five or six people, so you will see some of us leaving and others coming here. Because it took a work of a lot of people to accomplish this plan, and to come up with the recommendations that you will hear tonight. So what we will be doing, I will start with giving you just a brief overview of why the need is there. And then that will be followed by two or three members of the committee and advocates for skate parks that will present their perspective about why this is important to our community and to our youth. And then staff will give you an overview of the process, and what the plan consists of, and one of the members of the committee, Linda Robinson, would present the recommendation of the committee to you. And then we will explain to you some of the next steps that we need to take.

It should not take more than 20, 25 minutes, and then it will be followed by presentations. We will all be here after presentations, and after the testimonies to answer any questions you may have. Most of you have heard about the needs for skateboard parks in Portland in the past 10 years. But you might find it surprising that as early as 1977 a child, a young person, had written to then mayor Goldschmidt asking a skateboard park be created in Portland. So the need for having a skateboard parks goes a long way. And to my knowledge, in the past 20 some-odd years I've been with the bureau, every single mayor and the commissioner that we've had, we see requests for skateboard parks. In our study, the research staff found that in Portland we have over 30,000 people who engage in this type of sport. And that is expected to increase to about 40,000 by the year 2020.

These are the young people and middle aged people, and I was just told there was a person who was 97 years old who was skateboarding, and I admired his coordination. That this will increase. And they are looking for places to recreate. Safely and legally. You may also find this interesting, that the research has shown that as the need for skateboard and line skating and b.m.x. biking is increasing, actually the recreation trend shows that fewer young people are engaging in organized sports. And you see that information in front of you that shows that trend. We also -- we find that children, young people between the age of 12 and 17 are the people who usually are not really too enthusiastic about using our playgrounds, our playgrounds are not challenging enough for them. And so -- and then there are some of them who are not interested in engaging in organized sports, or cannot make the team, or cannot afford it. These are children who participate in this kind of individual sports. We are -- it is not surprising that in the past decades we'll see that because of t.v., because of sitting behind computers, and lack of opportunities for recreation for this age group, the child obesity has increased in our nation. We need to make an effort to provide opportunities for

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our young people and children to get involved in healthy activities to help with their individual health as well as the health of the community. With construction of these skate parks, we will be basically diversifying our portfolio of recreation in Portland. I'm sorry to admit that city of Portland, Portland parks and recreation, has been a late comer to this. In addressing this issue. In Oregon, over 80 cities have been providing parks and -- skate parks within their park system. In the past six years alone, about 50 skate parks has been created in various cities in Portland. As part of the process for the planning for siting the state board parks, staff held a conference in Portland that was participated by a lot of parks and recreation providers and skateboarders, and we've learned from them that they found these facilities extremely successful in bringing families and young people and they were very, very enthusiastic about this type of facilities in their park. And some of them admitted it was -- that it was one of the most heavily used feature within their parks. So although we were late comers in realizing this need and addressing that, but better late than never, so we in 2002 when we were preparing the levy package, we included the siting of -- and construction and maintenance of two skateboard parks as part of our levy package, and thanks to our voters, that parks levy was passed, and in the past 18 months the staff and the community have been involved in the process of identifying sites for these parks. And I would like now to turn the mike to mark.

**Mark Conahan:** Thank you. Mayor Potter, commissioner Saltzman, commissioner Leonard, good evening, thank you for the opportunity to address you. My name is mark conahan, I share with you tonight my thoughts as a parent raising a family in Portland a. Lifelong skateboarder and a board member of Portland's local grass-roots skateboard advocacy organization, skaters for Portland skate parks. On behalf of our community's estimated 27,000 skateboarders, I urge you to adopt the proposed ordinance before you, which designates 19 sites for needed skate park development. In 2001 Portland parks and recreation completed their parks 2020 vision, the most comprehensive master plan done for Portland's parks and recreation system in decades. It is a broad-based, citizen-driven directive that presents the vision, guiding principles, issues, opportunities, and recommendations for Portland parks and recreation for the next 20 years. I'd like to highlight one of the findings from the parks 2020 vision research. Emerging recreational activities placed new demands on an already strained park system. The city is unable to satisfy rapidly growing public demand for skateboarding. Skaters for Portland skate parks was created when skateboarders recognized the need to take charge and provide a plan for meeting our own needs in a way that would enhance the neighborhoods where skateboard parks might be sited. State board community has worked for more than three years to create the plan before you tonight. This plan was borne within the skateboard committee and passed the scrutiny of the parks bureau and the neighborhoods. It now deserves both your support tonight, and your pledge to help fund its completion. This is truly an historic moment for Portland skaters and indeed for all our community. You'll hear that skateboarding has launched to new heights in popularity, yet the need for local skateboard parks that are safe, legal, and accessible remains wholly unmet. By passing the ordinance before you, we will have validated more than three years of careful planning led by skateboarders in concert with parks bureau and community members from literally across the city to meet this need. In turn, we will have begun to address the process to carry out those plans, which when completed, will make Portland the first city in the nation to have an integrated network of skateboard parks. A network that meets skateboarders' needs in a manner that protects and enhances the character, texture, and diversity of the neighborhoods in which they will be located. Personally, i'm working on my fourth decade of skateboarding. I've met some of my best friends through the sport, and have connected with skaters all over the country. I found my life's work through skateboarding. I've photographed and cartooned and written about skateboarding, i've been involved in design, video website and publishing projects all related to skateboarding. Skateboarding in short has been a rich and rewarding experience for me, beyond the activity itself.

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And it's something I will continue to be involved with for the rest of my life. Honestly, as a 44-year-old skateboarder, with 32 years of skateboarding experience, 22 of those in Portland, I was not sure whether I would ever witness this day. My fellow skateboarders and I have been waiting for acceptance for decades. On behalf of skaters for Portland skate parks, I would be honored to receive your support for this ordinance. The very important first step towards the establishment of a network of world class skateboarding facilities for the benefit and enjoyment of everybody. Thank you for your consideration.

**Santner:** Now we have two young people who were involved with this process with us. Younger, I must say.

**Ben ?:** I'm a teacher here in Portland public schools. These are a couple of my students, members of the skateboarding club through Portland parks and rec. They spend their time skateboarding and staying out of trouble, and travelling to skate parks using parks resources to travel to places like newberg and hillsboro so we can skateboard. We're just here to tell you why we want a skate park here in Portland.

**Potter:** Would you state your name when you testify? Thank you. Tell us your name.

**Randy Young:** My name is randy young. I'm representing tabor middle school. Skateboarding is fun for me. Every time -- pretty much every time I find, like, a good spot to skateboard, I skate it and people don't like it, so -- and it's kind of hard for my parents to take me out to skate parks all the time. And we just need something like close by so we don't have to drive everywhere.

**Potter:** Thank you. Is that it?

**Young:** Yep.

**Charlotte Klobasheer:** My name is charlotte klobasheer. We just need skate parks because my family works a lot, and so they don't exactly have time to drive out to newberg every weekend so I can skate. We don't exactly have the money for me to go to the department every day, and burnside is kind of creepy. Because -- yeah. I don't know. It's kind of intimidating to go there just as a girl, so there aren't really many spots for beginning skaters or girls to skate. Yeah. We need more.

**Potter:** Thank you very much.

**Santner::** I'm now asking mark seeder, local architect and committee member to come up and talk about his experience was skateboard community.

**Mark Seeder:** Mark seeder. I'm an architect and planner here in Portland. But not really here in Portland, because our firm has tended to do work everywhere else but Portland. But it's given me the chance to travel to all parts of our state and do work in over 20 different cities in Oregon. And during that time i've seen close hand and observed skate parks in cities from la grande to klamath falls, aumsville to ashland, and many, many other cities in Oregon. The point i'd like to make I think is that what i've seen is that in those cities and certainly what will happen in Portland, as skateboard build community, they're an important source of community pride, and they're a youth focal point, and even those that aren't quite youths, and good skate parks, well-designed skate parks, parks that feel like something has been given to a community are well taken care of, well-maintained, vandalism is -- and antisocial behavior is low, or nonexistent, and that's really what they're about. They're another -- they can be another key element in building community. In Portland, we've sort of zeroed in on 19 sites that survived a rigorous process of analysis, and many of these have strong community aspects to them. For instance, within our final five or six sites, university park already has community facilities a community center, and ball fields, and is an excellent location and a skate park would add that much of a sense of community, and I would say our network of skate parks promises even more, that each community will relate to its skate park and can have that feeling about it. My wife and I three years ago founded -- four years ago founded the league northwest, and that was started on a dream and \$100 or so, whatever, and we didn't know what would happen, but within three summers we became the largest competitive age group skateboard league in the u.s. And we have -- we had four to eight events every summer and 80 to

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100 age group skaters in each event, had practically a travelling caravan of families and friends that went from locations in the seattle area through Portland, newberg, medford, klamath falls, and other locations, bringing dollars into those communities, by the way. And i'd say in three years we went from begging to be able to use a skate park for a day in the community to basically being begged by some communities to have an event in their community, and from scrounging up sponsors that would donate prizes, to being actually sponsored by large companies giving us cash to run the league w. That's how popular skateboarding really is. And I think the Portland network of skate parks has an excellent opportunity to build on organized skateboarding as well as casual or individual skateboarding. The third point I think the pictures say it all. It's an active lifestyle that anyone can participate in, and it has tremendous family and cross generational bonding potential. For instance, the top couple of pictures were taken at newberg park last weekend a. Father and his two kids all enjoying skateboarding. When you ask around you'll find regular participants from five to 50 years old and more in skateboarding. Just a person thetical, I went from being a couch potato at age 49 to taking up skateboarding at 50, and i'm 54 now and i'm 30 pounds lighter and in a lot better shape, and I do it three times a week. Thank you.

**Rod Wojtanik:** I'm a project manager and land escape architect with Portland parks and recreation. I'll talk a little bit about our siting process. But I first wanted to make you aware of where these kids currently have a place to play in Portland. In 2000, the city was gracious enough to give the skaters a legal skating ground in downtown Portland, but unfortunately these kids don't often pursue their sport on a predescribed route. Early in 2001, pier park was built in st. Johns neighborhood. This project was a joint effort between our local skaters, Portland police, national guard, and Portland parks and recreation. It is supported by its local communities so much so that they've donated dollars to help rebuild this facility, and it currently does not meet local demands. It would take a kid 83 minutes and two transfers on a bus to get from southeast outer southeast Portland to get to pier park now. Then there's burnside. This park is an anomaly. It's internationally renowned and it was built by Portland's youth. It was developed by and for extremely advanced skateboarders. It's not an area typically for the young or timid, but it is maintained and monitored by the local users and it does not rely on any public resources to be a success. It is thwarted by the business -- support by the local business association and the police bureau. Without safe legal place force them to go, they turn to the streets, they go to the planters, the walls, the handrails, or the crown out in front of the rose garden, where they artfully perform what i've read the adaptive reuse of usual architecture. They're creative. They're energetic, but we try to stop it and put up signage, we put up these skate club devices to deter damage, eliminate the use of areas. But these efforts aren't really working. And they're not working because they don't have sufficient places to go. So they build their own. These are local shots that i've seen around town. And this is the ultimate build your own. So how do we begin to address this need? As zari said, the levy dedicated funding for the development and maintenance of twoouts skateboard facilities. How do we determine where they should go? The question -- we had an online questionnaire, in two months' time I had 700 responses. Ages range from 4 to 78 years old. 10% were female, the oldest female was 49. Interesting though, 78% go more than five miles to visit a skate park. And both parents and kids use the skate park. We got outreach through community centers online services, o.n.i. Then we held the skate park session, brought together 35 cities, 125 different people to talk about skate parks and what were their successes, what were their failures, how did they address siting, design, and maintenance. Consistent messages, there's tremendous support within our communities, they're heavily used, they wish they had built it bigger, they wish they had more, and whatever you do, don't put them in -- hidden -- don't put them in hidden away, isolated places. Kids don't like to be put in the back 40. We had an online survey, 35 cities from Oregon, florida, across the nation, responded. 36 of the seven were happy about theirs from day one. The one that wasn't blamed it on poor material selection and its isolated location. Again,

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make it visible. That was their consistent recommendation. We solicited input from professional organizations, skate park association of usa, southern california skate park coalition, they gave us input on siting criteria, management approaches, and how to develop user ownership. We formed the skate park leadership advisory team, or s.p.l.a.t., as it was called. Various stakeholders, including advocates, businesses, parents, school teachers, Portland police, the noise control officer with the city of Portland, loss control specialist, eighth graders, and a representative from each of the seven neighborhood coalitions. This is that group of 23 hard-working individuals. We identified all the goals and objectives, the things we would have to deal with, and the vision for the system. And this is that three-tiered system we spoke briefly about. The backbone of this system is the regional facility. It's about 30,000 square feet. That's smaller than a little league baseball field. It could accommodate 200 to 600 kids a day. Have all styles of terrain, accommodate different skills, we could have competitions, it would increase tourism within the city. This is denver, colorado's 100,000-square-foot facility. They see about 1,000 kids a day there. It's smaller than a baseball field. Then we've envisioned smaller district facilities about 10,000 square feet or the size after double tennis court. You could have 40 to 80 kids a day use this thing. We've envisioned them being covered, potentially lighted. And then smaller neighborhood facilities about the size of half a basketball court up to about a tennis court. Serve a legitimate need within the smaller communities. Again, these are sizes typical to common recreation, things like smaller than baseball fields, smaller than tennis courts, smaller than basketball courts. And there's our system once again. So we went through all this stuff and took it out to the neighborhood coalition and said, we'd like to get your feedback on this approach, our siting criteria we've developed. We went to the coalition board chairs and directors and each of the seven neighborhood coalitions, we presented all of this information, and we've input and feedback on that. And then that's when we got the representative from each of the coalitions. Then we took the travelling road show out to the lloyd center, where we got feedback from the public on the criteria, and the goals, we worked with o.n.i. And each of the seven coalitions to advertise the event. We had about 100 people show up and look at the information. And we found there was considerable support for this system approach, and that there was desire for skate parks in all the different geographic regions, and kids and adults were interested in getting involved. That's when we started to meet the mark seeders, the mark conahans, the 40 and 50-year-old skaters. Then we began with the criteria established, we began the siting process, identifying the sites. Park staff lacked -- looked at over 300 properties, including park property, vacant public lands, school grounds, brownfields and other sites recommended by the public. We eliminated all the sites that were environmentally sensitive, areas that were full of trees, less than 150 feet of street frontage and less than 75 feet from residences. I drove to 170 sites, evaluated each of those, again, by the siting criteria, and recommended that 65 sites be considered further by a subcommittee of individuals that with the siting criteria in hand, evaluated those sites. We had the coalition representatives, public safety officers, o.n.i.'s crime prevention staff, Portland police, noise control officers, our maintenance personnel, skaters, and b.m.x. raiders -- riders. We evaluated each of thou that cry tier criteria, and we -- it was used by 13 other cities and also approved and reviewed by the neighborhoods in the public. What made for a good site was sites with clear passive observation opportunities, environments where kids would feel safe, limited off-site impacts to residential communities, access to public transportation, parking, and again, limited impacts on environmentally sensitive areas. With that siting committee recommended that 35 sites be reviewed by the greater public. We went out with three public workshops around town in november of 2004 to get feedback from the community about othniel askew sites and learn more about how those sites function on a daily basis. We distributed postcards and mailings, and press releases, had articles in all of the local papers, and then we put signs in each of the parks as well to notify them about these meetings. We had 25 to 50 people show up at each of our workshops and got a lot of great feedback. In the end, we had about 650 comments come in through the workshops

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and online. S.p.l.a.t. reconvened, we talked about all the feedback, identified the 23 sites that had the greatest support, and then started working with a group of p.s.u. master students who were studying the perceptions versus the realities of the impacts of skate parks on residential communities. At this time members of the public started to show up at our meetings, and we took their feedback at each meeting. We went out on site, the committee took a saturday, we went to all 22 sites, met with the neighbors, talked with the local community, and found out more information about how those sites function. We met with neighbors at several parks, but quite frankly we didn't have really good turnout for these. Came back together again, we discussed all the 23 sites, drafted a preliminary recommendation for community review, and then took those out to the public at a series of eight public meetings we had in march of 2005. We directly engaged the neighborhood associations, the neighbors, to obtain their feedback, and by that we did mailings to residences within 500 to 800 feet of the park, we put signage in the park, called each of the chairs of the neighborhood association to cohost the meeting and did press releases to everybody and got good coverage in all the local papers. We had between 35 and 125 people show up at each of those meetings. And there was really good turnout, and we got about 250 comments. Came back together again, talked about all of the feedback, and collaborated to make a formal recommendation of the 19 sites.

**Linda Robinson:** My name is linda robinson. I'm a member of s.p.l.a.t., representing the neighborhood coalition in east Portland. I think I got picked to do this because I went to every one of those eight public meetings that two weeks. I've never skateboard and i've never b.m.x.'de biked, but i'm concerned for things for our children to do, so I agreed to be on this -- to be on this group and participate in it. And I think now you have the map of where the 19 sites are. We tried to make sure that they were -- that there were -- they were scattered around the city. One thing there are a few little gaps where there weren't parks of suitable size and that kind of thing, but those can be filled in later if suitable sites are found. And we don't have any east -- far east beyond about 122nd. One main reason for that is that most of the parks out that way are undeveloped, they're vacant lots, and we agreed that we didn't want to put one of those parks on the list specifically until they had a master plan. So one of our recommendations is that as those parks are -- go through the master planning process, that that will be one of the things considered and it will be decide by the community at that time rather -- whether it's an appropriate site and whether it meets the criteria of the skateboard siting committee criteria. So we didn't locate any out in that area for that reason. But we have selected several in each segment of the city, and there are a list of 19. The smallest recommended was at powell park, that's near cleveland high school, 2,000 square feet. One of the larger ones is the odot steel bridge right at the west end of the steel bridge, that big traffic circle. Probably 30,000 square feet. So they range in size a lot, and that's based as much as anything on how big a spot at the park was -- would be suitable for using as a skate park. There are at least three sites on here that are not owned by Portland parks. The parkrose high school out in outer east Portland, and two odot sites that are being considered. Both of those would require negotiations between the agencies for an agreement before a park could be built. Glen haven was the park that we felt very strongly would be the best choice for the next skate park. A couple of reasons. It's next to a high school, it's where they're there are already teenagers. It has a large unused portion area that's grassy area that could be used, it already has restrooms and it already has a parking lot, so it would be less expensive to build, you wouldn't have to add those amenities. So that's some of the reasons that it floated up. It has very good public transportation to it. So after this list was decided on, the park staff went to lloyd center, did a public presentation, and got more comments. And more feedback, and so that is still getting information, and they will now, once this is approved by city council and moves forward, they will go back out to the neighborhoods where glenhaven is located to work with them on specific management issues they might have concerns about, hours of operation, design features, and that kind of thing. So there will be continuing public involvement.

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We have had a lot of public outreach, a lot of public involvement to get to this point, and that will continue. Glenhaven, I think you have some photos of the site. Basically it's on 82nd avenue, just north of madison high school, and this will be a 10 to 15,000-square-foot site. It's supported by both of the neighborhoods that share that area, and it's situated by the -- near middle school and high schools. We did have some concerns about parks located near elementary schools, but there seemed to be a lot of support for parks located near middle schools and high schools.

**Wojtanik:** I wanted to touch on the public process. In the end it was 52 meetings. It got to be a travelling road show. We hit all the corners. We didn't want to leave anything unturned. We had 32 articles or reports from "the Oregonian" to "the tribune," "east county news," opb. In the end it was 24 months, 52 meetings, thousands of hours of volunteer time and staff time. We are recommending 19 sites. We believe it to be the most comprehensive public outreach effort undertaken by a skate park siting effort anywhere in the united states, and we're proud to present hope family the first ever citywide skate park system. What we'll do from here and what we've already begun to do is staff has met with Portland police bureau in the east precinct, lieutenant jackson and sergeant parsons helped us understand about what they would be looking for in rules and regulations and how to enforce those. We've worked -- we'll work to identify the next group of stakeholders or the s.p.l.a.t. 2 to -- these would have different skill sets and be different people, potentially some of the same, but they would provide input into community outreach, design, fund-raising, and how to promote these things. I've begun to work with purchasing on hiring a contractor, we're going to work with the local youth, neighborhood, and business association and others to solicit input into how to design both for the park as well as neighborhood livability, and we'll work with the local users to develop the rules and regulations and how to create that sense of ownership and mentoring in that park. We hope to begin design work this fall and break ground next spring, and have new skate park opened by this time next year. I've already begun design work on the holly farm project, and boy, you want to talk about kids getting excited. Talk about a skate park. And they come out to these meetings voluntarily and they learn about public process. It's great to see them learn about collaboration and civic responsibility, and they also learn about professional trades like engineering, architecture, landscape architecture. One of the gentlemen said he had an interest in engineering after this meeting. But they become invested, and that's great to see. Existing parks, byrneside, and we're starting to work on glenhaven, and there's an effort with holly farm as well. So we have a real opportunity to provide for our kids here, and then these kids turn into adults who provide for others. Tony hawk is probably the most famous skateboarder in the world, he provides \$1 million year towards skate park. Local pros like bruce chrisman is a b.m.x. Rider who won the x games in 2001, and then there's 14-year-old jordan larsen, who is raising money on his own to support h.i.v. And aids victims suffering in africa. These are some of the kids that I met along the way. I believe the future of our community lies in the hands of our young people. We can influence them and we can advise them, but we also must take into account their wishes and desires. We can only empower them to make a difference if we also give them the ability to express themselves and take ownership in their actions. Finally, i'd like to just give a big thanks to s.p.l.a.t. This is the hardest working committee i've ever worked with, led by our fearless leader, jean lawson, facilitator, and the support from the public involvement staff. And that's our presentation.

**Potter:** Thank you.

**Saltzman:** Public testimony?

**Potter:** Do we have a sign-up sheet?

**Moore:** We do.

**Potter:** State your name when you testify. Have you three minutes each.

**Howard Weiner:** Thank you. My name is howard weiner, i'd like to thank the mayor, our city commissioners, tonight I can take off my hat as the most failed skate park advocate that you many



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ever meet. I have over 21 years, five committees, four projects, and the latest being the steel bridge skate park, which now possibly will move forward. So i'm number one, i'm so thankful for all the support. Not only of city council and our government partners, but particularly parks and recreation. As rod stated, this was the most extensive work that I believe has ever been done in building skate parks. And although I was asked to talk about history, i'd like to talk about the future. Because I believe we will move forward with building a system of skate parks. What's most important to me is building the relationships with the community. Each and every skate park, we need to sit down with the community, we need to come up with good neighbor agreement, we need to deal with whatever issues, and there are those that are going to be opposed to skate parks. We need to educate those folks. We need to bring them to the table, engage in discussion, and I believe in the end we will find that we will get the support of the same folks that might have been opposed before they really sat down and got an understanding. I saw on the news the other day a woman who was upset thinking that skateboarding park would bring more drugs to their park next door. The opposite is true. If you take burnside for an example, the reason burnside got the support of its neighbors is because they -- it was an area of blight, and in fact the skaters, when they built that park, changed that condition, and therefore got the support of their neighbors. And so I think we need to take the work that has been done to build upon it. Obviously we need to work on fund-raising, we need to work on design, and there are going to be folks that want one type of park or another, but in the end I think we'll build a system that will satisfy all the users. And then the prickly issue of b.m.x. We need to have a serious discussion with that. There's a lot less of those folks out there, but we can't just put them aside. We need to engage in discussion. So I want to thank the council, thank the mayor, and I look forward to the future, and maybe possibly I can still get on a skateboard even though it's been a few years. Thank you very much.

**Richard M. Laughlin:** My name is dick laughlin. I'm 56-year-old dude, I skated at tabor park in 1964. I drove my 1963 chev 30. I thought it was pretty cool when I made it to the bottom wrought wiping out. I met howard in mean 70. I'm an activist from the westmoreland neighborhood. In my opinion, the following is true. A skateboard park is very controversy. Jim francesconi got over 200 protests letters in opposition from this community which helped make -- get mr. Potter elected. Our neighbor, who spearhead anthony dente opposition and lived across from the park, and had arson threats emailed to her, this citizen activist, a young professional, spend many -- spent many thousands upgrading an old house and moved to oak grove in mortal fear. I myself was jumped outside a community skateboard meeting by three young men. One of these guys was a local skateboard guru named neil headings. He is now in prison for murdering his child. Last year there was murder in a skate park in of all places corvallis, Oregon. A skateboard park in salem was closed permanently because of drug sales to kids as young as eight years old. There was a violent culture in that park also. I was told by a neighbor that a grants pass park was also closed for drugs and violence. Westmoreland is a gentle neighborhood with many very senior citizens walkers and young mothers with very young children. An unsupervised park is a recipe for disaster. One guy from east moreland said I knew where I lived. At the same time he dog edly did not want the skate park in eastmoreland. A wonderful location for a park, and that end of Portland would be down along near oaks park. There's lots of room with very little minimal neighborhood impact, and you - it's a gentle rolling hills would be wonderful for b.m.x. I think the real issue here is -- and you gentlemen inherited the problem, i'm not here to assassinate anybody or sharp shoot or anything. There's going to be two new parks in the pearl district. And as we know, there's 800,000 dollar condominiums, pay \$160 a year in taxes. They're tax abated. Geographic economic discrimination is a violation of title 6 of the 1964 civil rights act. The wise path here is to build a world class skate park in a blighted area where it would benefit neighborhood businesses and could be monitored for drugs, bullyism and child molesters. I helped my neighborhoods' kids build their ramp, the kids need a safe place to recreate and the neighborhood deserves to remain gentle. I just think that we

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can have a whole win here. Everybody can -- if you have a monitored bigger facilities, monitored, then the whole community can benefit. But to put unsupervised facilities all over the city, you're talking about 30,000 young people with no direction. Nobody to watch with what they do and protect them. I'd be happy to work with anybody to preserve my neighborhood and give these nice young kids a safe place to skate. Thank you.

**Cindee Thomas:** My name is cindy thomas. I have the website Oregonskateboarding.com, and i'm in the mother after 19-year-old skateboarder. My son was six years old when he first began to skateboard. The only park in Portland was burnside. Burnside is world renowned and an amazing park, but only for experienced skaters. Letting a 6-year-old skate burnside amongst the extremely fast and skilled skaters would be like putting a 6-year-old out on a basketball court with professional basketball players. It's ridiculously dangerous. We built our son a little ramp and he just skated around the neighborhood. At 13 my son could skate on burnside, but it was still extreme and dangerous. I began taking him and his friends to cities with public skate parks. This is when I began my website as way to pass the time while my skaters skated. I took photos of them and wrote up little bios and originally called my site badskaters.com a place to showcase my devoted by unsponsored skaters. During this time Portland st. Johns skate park was built. Unfortunately the park was so poorly constructed, it's almost unskatable. When my son was 15, we began building our own wooden skate park in our back yard. I also began taking the kids on little skateboarding tours camping and cooking cheeseburgers on my tailgate in skate park parking lots. In the following years we visited over 85 skate parks as they bloomed all over Oregon, everywhere but Portland. My son and his friends are 19 now, 3 jobs and cars, and can drive themselves to the other cities with skate parks. In my years on the road with my skaters, people were always amazed to learn that Portland, Oregon's largest city, really has no skate parks so to speak. Burnside was for the experienced only, and st. Johns is unskatable. I was so excited when the voters said yes to skate parks and passed the 2002 parks operating levy. 59ly Portland is going to get some real public skate parks. I have attended almost every s.p.l.a.t., a.k.a. Skate park leadership advisory team meeting, watching as the process began. I have seen how thoroughly and carefully the proposed sites have been chosen, personally I especially like the idea of medium size skate parks being built near schools like the proposed glen haven and parkrose sites. Parkrose high school even suggested that they could use a future skate park for p.e. classes. I wish that option had been available to my son during his high school days, but maybe it will be available for someone else's child.

**Martie Sucec:** I've been coming here maybe 10 years, during the southwest community center siting and the southwest community plan, some other issues. I've never seen such a wonderful site as all these youngsters in this chamber. It's really gratifying, and they can see what it's like, and how difficult it must be for you to hear people after people after people, but I think you'd be wise to put a skate park issue on every agenda and maybe we get these kinds of audiences instead of us old codgers. [laughter] and i'm quite old. What i'd like to say is that I support the skate park program. I think it's way overdue. I used to see the kids in the woods at gabriel park, I was really impressed with what they did. When parks put big trees in the -- near the creek to keep them out, they would bring their dad's wenchies and try to move the big dead trees. I support this wholeheartedly. But I come before you to ask you to withdraw the gabriel park recommendation and put a place holder for another site in southwest until more thorough public process can go on there. I'm a member of the sweeney parks committee meeting for dish represent Multnomah neighborhood on that committee. I think we got our wires crossed with our representative, because we were told on three occasions, and I confirmed this with -- I confirmed this with the chair f. There was opposition to gabriel park as a site, it wouldn't be recommended. I don't want to go into that, I don't want to bring down the place. But i've reviewed the documents, and including the open house and the website, 31 people, for it, 25 against it, that's 56 people. I don't think the notification happened very well. There was a sign in the park, I haven't found anybody who walks there regularly who saw it. I think you

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probably need add big sign that says, do you want a skate park here. Most important point, however, is that this park is tentatively scheduled for a full level three master plan in '06-'07. That was reported to swni committee. I ask you to please just put a place holder in there and make that a really, really good public process. Reeky is a favorite place, the school board against it, real leadership would kind of pry loose Portland public schools from some of their arbitrary and automatic rejections we've been trying to get them to do things like this for years. At any rate, this park has albanian lightning rod and I urge you to keep the goodwill of people in the southwest and put a place holder in there for now. Thank you very much.

**Kent Dahlgren:** Kent dalgren, i'm a Portland resident and mayor Potter knows i've been involved in the burnside skateboard park for 15 years, and as with chuck, so some of us, I just wanted to say, we've been involved with this for a great deal of our adult life. We've been involved with this for a long time. We don't plan on giving it up. The other thing I wanted to say, I had the opportunity of working with skateboard advocates am over the country, we currently worked with 119 cities across the country there. Is no other city that's taken this comprehensive of a approach toward addressing the problem of children recreating in urban and cities, basically, in the city area. That said, I am also a member of the s.p.l.a.t. committee, so a lot of the things we've learned throughout the country have been taken become into the s.p.l.a.t. committee. So, for example, some of the examples either gentlemen gave, we have strategically mitigated through the development of our siting criteria. For example, the -- having open observation, possible observation among law enforcement and parents, that has been demonstrated to mitigate a lot of the concerns. So I am actually confident in the work we've done. I have not been able to see any work that's donnels where in the country that's rivaled the nature of what we've done, and i'm pretty excited about it. So I would urge you guys -- the council to consider the proposal. Further, just remember that we have been involved in this for a long time. What we've done up until now is a partnership with many different entities, it's not just skateboarders anymore, it's a lot of different people trying to address this problem. But we are only one phase through basically a three-phase process, so we would really value your continued involvement. And i'm not saying just run it, but it would be nice to continue brokering this approach towards solving the problem we've been doing up until now. So that's it. Thank you.

**Chuck Willis:** Chuck willis, i'm a board member of burnside skate park inc. We are the ones that take care of the skate park. Basically i've been skateboarder for 20 years. Or more. And -- about 15 years ago we started burnside as a responsive there not being anywhere else to skateboard in Portland. And over the past year that this parks department thing has been going on, i've been watching it, and it looks very promising, looks like it's a great idea for Portland, and for our kids. I have two that i'm hoping will get into skateboarding. Won't push them, but, you know. And so I just want to -- as a representative of burnside, burnside skate park fully supports the parks department in their master plan for their skate parks. Thanks.

**Potter:** Thank you all.

**Sarah Burgess:** Thank you for having me. Sarah burgess. I recently became involved with skaters for Portland skate -- I learned how to skate at pier park. I was inspired to get involved in the future of skateboarding. I rook forward to seeing the new park built. There's a growing interest in skateboarding. It offers us challenges both physically and mentally. Nothing compared to the exhilaration I feel when i'm floating across the park. Every year gets better and better. I'm starting to see more girls get involved. I feel skateboarding has improved myself esteem. When i'm skating I am solely reliant on me. If I don't believe I don't land the trick. It is what we've all been told. If you set your mind to it you can do anything. We are fulfilling dreams in Portland. Yes changing people avenues lives by building skate parks. This is why i'm here. I want to express to you the importance of the city of more city skate parks. We need parks that are accessibility, safe environments to ride in, thrive in, and grow. It's increased my capacity for new possibilities. I want young girls to look at skating as something that everyone can do. This is what we can create. We

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can offer inspiration to new riders and impart our business do. Skateboarding is for young and old alike. The people who stand before you today here are proof. Thank you.

**Asja Katlaps:** I am a nonskater for the parks. I am basically here this evening to speak as a nonskater as a nonparent, as an auntie, as voter, as a happily concerned citizen that I speak for people who cannot be here this evening, parents, who are in support of this project. I'm proud to be an Oregonian. I'm proud that this is being developed and that Oregon and Portland will be known for great progressive measures in this area. My experience at skate parks as being a friend and driver at times is i've noticed amazing relationships between skaters. When I saw on the board the cross generational connection, I see that to be very true. I love going there and talking to parents, and seeing parents involved in their children's activities. I think that in respect to concern for increased violence, drug use, it etc., I think have you that potential never where people congregate, but skates parks i've noticed as also was mentioned at burnside, tend to take a certain amount of responsibility, respect, that they're already working against this name that the public has for them already, so seeing skaters get together and bring this forward in a positive way is wonderful. And i'm just here as a nonskater to support that and let you know there are those of us out there that do. Thank you.

**Ted Wall:** My name is ted wall. Originally got involved back on this issue back during the master planning process for west moreland, saw a need there, my wife and I got involved in that, and I don't want to repeat what you've already heard today, but just want to summarize that we definitely saw a need this the -- in the sense that our son was looking for places to go, and didn't want to skate in places that he was not welcome or it was inappropriate, and had some difficulty find can those places. So the process that I was involved in through s.p.l.a.t. convinced me that the process itself was quite thorough. Very much concerned about the perceptions and the frankly the misperceptions about skateboard riders in general, and the sport itself. And the conclusions that were reached i'm personally satisfied with and I know the group is as well. So I recommend or ask that you consider it seriously. Thank you.

**Jesse Bracewell:** My name is jesse bracewell. I pretty much have the same story as pretty much everybody you've heard speak. I've been skateboarding here in Portland for a long time, about over 10 years now. I've struggled with the fact that there really has been nowhere for me to safely skateboard since day one, really. Which forced me to end up skating the streets, skating downtown, getting tickets, getting hundreds of dollars worth of tickets over the years that i've been here. And i'm really excited that we finally have this opportunity to develop some skate parks in this city. I basically just -- I basically just have -- saying the same thing that everybody else is, but it just really -- it really was shocking to take a look at everybody here. In my opinion, all these older skateboarders, I home it is for you, that you understand that it's a lifetime sport. It's not something that kids pick up generally for a year or two, and, you know, put away, put their skateboard in the closet. As you can see from everyone who's spoke, there are people who have skated for 30, 40 years. It's here to stay, and it needs to be treated that way finally, and i'm glad that enough people are organizing to demand that at this point. So I hope you hear us out.

**Leland Gilmore:** Hi. Leland gilmore. I've been an avid cyclist for the past eight years. I have also lost three of my very close friends on the streets of Portland due to riding their bikes with traffic. We would really appreciate a safe, legal place for us to enjoy skateboarding, bicycle riding, roller blading, whatever anyone is passionate about, and having a sanctioned zone is a necessary part of a public city in the united states today. That's all I have to say. Thank you very much.

**Wendy Morseth:** Wendy morseth. I haven't really talked to -- I don't know any skaters personally, and after listening to people talk about skating and what a great sport it is, I am not inclined to take it up. I think i'm a little beyond the age of that would be safe. I have nothing against skateboarders, I totally agree that there should be skate parks in Portland. I'm here only to suggest that gabriel park is not an appropriate setting for a skate park. Not because of skaters, but because gabriel park

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is one of the few remaining green spaces in southwest Portland that is becoming increasingly more dense from year to year, and we need green spaces. Also, gabriel park contains a forest, a wood area that has just recently been -- \$10,000 grant has helped to restore that wooded area, which was basically deforested over several years by kids mostly using the park for a b.m.x. biking. They built jumps, they built holes, they built mounds to ride their bikes over, and my concern is that if a skateboard park is built in gabriel park, that it will attract kids from all southwest Portland who will not remain in the skateboard park. They will use gabriel park itself as their area for riding b.m.x. bikes, and I see that from the 2003 user questionnaire, 43% of the response end -- responders were b.m.x. bike riders. I don't think that -- I see -- what I envision happening is that the kids not staying in the state work -- skateboard park and using the whole park, using the woods, the trails, the pathways, which currently are used primarily by walkers and runners, and a lot of parents with strollers and little kids. And I just don't think it's a good mix. The current users and bikers and skateboarders. Thank you.

**Sam Beebe:** Thank you. Don't watch my face. I get a little nervous. I wanted to bring to the table the idea of tourism. Five years ago I start add website called skateoregon, it's an online resource for Oregon public concrete parks. That was five years ago. It was -- we knew that the best parks were in Oregon, and since you've heard about the big boom, we have phenomenal parks here, probably the highest concentration of quality parks in the wormed. Just got an email from a kid in norway who's coming to visit Oregon specifically for the parks. I'd like to tell you a story about last weekend, I went to a contest in reedsport, central Oregon coast. They had a competition, and 50 entrants ranged quite a bit in age, boys and girls, and one specific part of the event was the super loop. And they have a funnel down there, it's a full pipe essentially, and it's about as tall as that ceiling. It's made to do a full loop, only three people had done it up to that point, but on saturday five people entered, four people made it, the youngest of which was 16, the oldest of which was 40. One guy came from virginia, another kid came from southern california. We had roseburg, the other kid was from roseburg, and then a guy from florence. So that really shows -- and the 40-year-old won it. Pretty cool. He won \$1,000 for doing a loop. So I really wanted to just -- that was just one saturday in the summer to demonstrate the point out the tourism possibilities. So you know, rather than a burden and guilt and stuff, really encourage the thoughts of the opportunity we have. So thanks.

**Benjamin Ward:** My name is benjamin ward. I'm a Portland resident, been riding bikes for upwards of 17 years. Ridden them everywhere, all parts of the country. Like sam said, Oregon is definitely the best place for skate parks. And growing up in a city that's as awesome as Portland, I can't leave it. Just having nowhere to go, it's been kind of rough. I think this plan is amazing. It's such a good layout. And you always hear us older guys up here talking, but what it's about is making sure that these -- all the kids out there have somewhere to go. It's like, you know, I don't know how much longer i'm be doing it, but that doesn't matter, because there's a whole bunch of kids right behind us, and those are the ones that are important. That's who these areas need to be developed for. And we've got to watch out for them, because they're our future. And this place is a wonderful place that creates wonderful people. So that's all I have to say. Thank you.

**Alexa Welson:** I'm alexia nelson, i'm not a public speaker. This is just testimony to how much we love our park.

**Potter:** Could you give it to Karla, please? Thank you. If you could just sit a little closer to the microphone. Thank you.

**Welson:** When they did come to vernon school, there was opposition, but it wasn't to the skate park, it was just the location in alberta park. It's our only open space that isn't structured use, and we were hoping that maybe it could be located, I don't know -- there was opposition to the location where they're going to put it. So it's a daisy field in the spring, it's -- people -- I took that picture

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yesterday, but nobody was picnicking. But they do, and a lot of neighbors would hate to give it up. That's it. We're not opposed to the skate park, or skate spot, it's just the location.

**Potter:** Thank you. Thank you all.

**Potter:** When you talk, tell us your name.

**Kevin Inamura:** Certainly. Kevin inamura, and i'm a 32-year-old skater. I've been skateboarding for definitely over 20 years of my life. I'm also the communications manager for nike skateboarding. And I just want to congratulate you guys on this proposal. It is absolutely adventurous and probably the most amazing proposal i've ever seen for a city. Portland, Oregon has a whole has been known as a destination for skateboarders all around the world. Obviously you guys have seen that. But this plan would definitely put Portland on the map across the entire nation as definitely being the place to come. As you may or may not know, nike has already contributed \$75,000 toward the development of pier park, the redevelopment, rather, and in regards to this proposal, nike supports it as well, and we'll probably continue to help out where we can. Thank you.

**Patrick Crowdock:** Patrick crowdock, i'm 12 years old. I'm a local skater in Portland, and i've been skating for about six years now. I think that it would be really great to have more skate parks here, because as I know, and a lot of my friends know, a lot of skateboarders are considered as punks as being vandalizers, destructive, and a lot of my friends aren't like that. And I think that if we did put more skate parks in, we'd have a lot less trouble with that and a lot less trouble with the law and people thinking that skaters are just out to destroy everything. Just a place to put them for them to have fun. I don't mean all my friends -- me and all my friends, we just want to have friends, and skate -- we just want to have fun, and skate parks are a place to have fun.

**Potter:** Thank you.

**Moore:** That's all who signed up.

**Potter:** Is there anybody here who hasn't signed up who wishes to testify? Commissioner, do you have any questions of our parks staff?

**Saltzman:** I just want to explore, on the gabriel park side, where in gabriel park, or do we have a where exactly at this point?

**Wojtanik:** The location, unfortunately we don't have a close-up of it here, but the location that's being considered is currently a sand volleyball court near the tennis courts. It's in an active recreation --

**Saltzman:** That's where the tennis courts and the off-leash area --

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

**Saltzman:** Is that a 10,000 square-foot --

**Wojtanik:** It was estimated 10 to 12,000 square feet, which would be about three-tenths of 1% of the park.

**Saltzman:** The alberta park?

**Wojtanik:** That was envisioned to be about 4,000 square feet, half the size after basketball court. The location was envisioned, I can't remember, I think it's killingsworth, there's so many sites, I lose track, killingsworth.

**Leonard:** The name of the street?

**Wojtanik:** The name of the street was off of killingsworth. Near the fire station.

**Saltzman:** There was a -- there was somebody representing the southwest neighborhood, so you got all seven coalitions represented?

**Wojtanik:** Yes, mike andrews from swni, and we went back and reported to the neighborhood parks coalition.

**Potter:** What about westmore land?

**Wojtanik:** I was involved in the westmoreland master planning effort as well. It was a contentious subject for quite a while. There was proposal to site the skate park in the casting pond. It was soon

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realized that there's a lot of love for that casting pond within the neighborhoods. What the committee talked about was that they would site the proposed skate park during that master plan effort in the existing tennis courts near mcloughlin. It's about 440 feet to the nearest residence. Contingent upon the larger citywide siting effort. If that effort felt it was in an appropriate location, it would hold in the master plan.

**Potter:** Other questions?

**Saltzman:** That's it for me.

**Potter:** Thank you.

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

**Saltzman:** So next step is this does go to a second reading. Are we going to do that on august --

**Moore:** August 3.

**Saltzman:** That's where we'll actually vote on this proposal. But I just wanted to take this opportunity to really thank the members of the public present here tonight and to state my position. I am strongly in support of this plan, and the work done by all of the volunteers to bring this to fruition. It's truly a remarkable effort, and i'm even more in awe after listening to some of the testimony tonight about how far ahead we will be, even though we were -- started out well behind many other cities in Oregon. So this is a great day, and I think Portlanders have embraced this sport, and Portland parks and recreation is behind this 100%. The next step going forward is I will recommend that the parks bureau convene another smaller committee to begin fund-raising and education around this plan. I hope to get a diverse group of people involved, perhaps even people that are not part of the sport and culture. But may have children or even grandchildren who are. So thank you all to the staff involved that's truly a remarkable effort, and I look forward to moving this effort forward to implement this entire system of 19 parks. Thank you.

**Potter:** And I want to thank all these young people here. It's really great that you're out here to see sort of democracy in action. As one of the witnesses said, maybe we should speak about skateboard parks every week and we'd have more people at city council. So I really appreciate you being here, I appreciate the adults who support the young people. I learned about skateboarding in 1991, I was the police chief in Portland, and went down to see what was going on under the burnside bridge. Went down there very skeptical and left a believer. And I ended up giving a donation of my private money to that park because I felt so strongly it was such a good thing for our children to be doing, our young people, and over the years I would go down and solicit the park, and they were always responsible, and I know some of you expressed concerns about it, but I found the folks at burnside park very responsible. They took care of that place. They kept out a lot of problems under the burnside bridge, so -- and i've learned a lot from my friend howard weiner and kent dalgreinier, they gave me a good education during the campaign about skateboard parks. So I think there's some issues to resolve at some of the specific parks, I think the issue about b.m.x. Riders and skateboarders, how they coexist, but I think that as this process has been so thoughtful, I think we can work through those things too. So like commissioner Saltzman, i'm a strong believer and a supporter in skateboard parks, in fact i'd like to see more than 19 skateboard parks. I'm really interested in the idea of some of the microplazas or microparks that young people and schools raise the money, and they built them in their own neighborhoods. I like that. So I think for a lot of us adults who didn't grow up with skate boards as kids, this is a new thing for us, but it's an old thing for these young people, and for a lot of the middle aged people who have been skating all their lives, I think this is something that we can't ignore, and that we should no longer be casting aspersions at skateboarders, but provide them places so that they can skate, so they can be recognized as legitimate sport and activity in our community. Commissioner Leonard, you've been quiet. Would you like to say anything before we close?

**Leonard:** I have little choice in the matter. I couldn't go home if I didn't support this. I have a 29-year-old skater that is very interested in this proposal.

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**Potter:** As commissioner Saltzman said, this will move on, this is a nonemergency ordinance and it will move on to a second reading next week.

**Moore:** August 3.

**Potter:** Two weeks. Excuse me. So this is the only remaining item, we're adjourned until next week. Thank you all. [gavel pounded]

At 7:28 p.m., Council adjourned.