



CITY OF

# PORTLAND, OREGON

OFFICIAL  
MINUTES

A REGULAR MEETING OF THE COUNCIL OF THE CITY OF PORTLAND, OREGON WAS HELD THIS 12TH DAY OF JANUARY, 1994 AT 9:30 A.M.

THOSE PRESENT WERE: Mayor Katz, Presiding; Commissioners Blumenauer, Hales, Kafoury and Lindberg, 5.

OFFICERS IN ATTENDANCE: Cay Kershner, Clerk of the Council; Kathryn Imperati, Senior Deputy City Attorney; and Nancy Poggi, Sergeant at Arms.

Commissioner Blumenauer was nominated and elected to serve as President of Council until June 30, 1994.

Agenda No. 25 was pulled from Consent. On a Y-5 roll call, the balance of the Consent Agenda was adopted as follows:

## CONSENT AGENDA - NO DISCUSSION

- 23** Accept bid of Marshall Associated Contractors for Bayard Basin CSO sump project Unit 1 for \$328,926 (Purchasing Report - Bid 80)

**Disposition:** Accepted; prepare contract.

- 24** Accept bid of Olympic Foundry, Inc., for furnishing cast iron valve boxes, lids and extensions for \$173,542 (Purchasing Report - Bid 83-A)

**Disposition:** Accepted; prepare contract.

## Mayor Vera Katz

- \*26** Agreement with the U.S. Pretrial Service to provide access to the Portland Police Data System (Ordinance)

**Disposition:** Ordinance No. 167256. (Y-5)

- \*27** Contract with WordPerfect Corporation for a site license for WordPerfect software and upgrades for a three-year period for approximately \$35,000 annually (Ordinance)

**Disposition:** Ordinance No. 167257. (Y-5)

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- \*28** Amend contract with CH2A & Associates to provide for up to three months' extension of Lead Agency services under the City's First Source Hiring Program in the amount of \$37,500 (Ordinance; waive Code Section 5.68)

**Disposition:** Ordinance No. 167258. (Y-5)

- \*29** Agreement to provide photographic developing services to the City of Fairview (Ordinance)

**Disposition:** Ordinance No. 167259. (Y-5)

- \*30** Agreement with the City of Lake Oswego to provide access to the Portland Police Data System (Ordinance)

**Disposition:** Ordinance No. 167260. (Y-5)

**Commissioner Earl Blumenauer**

- 31** Set hearing date, 9:30 am, Wednesday, February 9, 1994, to vacate a portion of NW 24th Place north of NW Thurman Street (Report; Petition; C-9851)

**Disposition:** Adopted.

- 32** Vacate a portion of SE 27th Avenue south of SE Bybee Boulevard, under certain conditions (Second Reading Agenda 5)

**Disposition:** Ordinance No. 167261. (Y-5)

- 33** Vacate the most easterly N Bybee Lake Road south of N Marine Drive, under certain conditions (Ordinance by Order of Council; C-9854)

**Disposition:** Passed to Second Reading January 19, 1994 at 9:30 a.m.

**Commissioner Charlie Hales**

- 34** Accept completion of Harney Park site development, make final payment and authorize project manager to release retainage (Report; Contract No. 28003)

**Disposition:** Accepted.

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- 35** Accept as complete contract with Frahler Electric to construct pathway lighting at Ira Keller Fountain and Kenton, Alberta, Ventura, Clinton and Normandale Parks (Report; Contract No. 28612)

**Disposition:** Accepted.

- 36** Accept completion of Lents Park irrigation system, make final payment and authorize project manager to release retainage (Report; Contract No. 28840)

**Disposition:** Accepted.

- \*37** Amend Code relating to prohibited conduct in the parks (Ordinance; amend Code Chapter 20.12)

**Disposition:** Ordinance No. 1672262. (Y-5)

**Commissioner Gretchen Kafoury**

- \*38** Amend agreement with Multnomah County for emergency housing voucher program to increase the amount by \$72,000 (Ordinance; amend Agreement No. 28901)

**Disposition:** Ordinance No. 167263. (Y-5)

- \*39** Contract with Bradley-Angle House for \$21,582 to operate its domestic violence program and provide for payment (Ordinance)

**Disposition:** Ordinance No. 167264. (Y-5)

- \*40** Contract with Raphael House for \$20,583 to operate its domestic violence program and provide for payment (Ordinance)

**Disposition:** Ordinance No. 167265. (Y-5)

- \*41** Modify intergovernmental agreement with the Tri-County Metropolitan Transportation District (Tri-Met) for employee services (Ordinance; amend Contract No. 50153)

**Disposition:** Ordinance No. 167266. (Y-5)

- \*42** Increase scope of Agreement with Aron Faegre Associates for architectural services for the Portland Public Safety Facility and provide for payment (Ordinance; amend Contract No. 27519)

**Disposition:** Ordinance No. 167267. (Y-5)

**Commissioner Mike Lindberg**

- 43** Accept contract with John Arnold Co. for installation of 8-inch and 6-inch water mains in SE 40th, SE 65th, SE 75th and SE 77th Avenues as complete and authorize final payment of \$12,322 (Report; Contract No. 28819)

**Disposition:** Accepted.

- \*44** Call for bids to construct a pressure regulator vault and associated piping at Washington Park Reservoir No. 4, authorize a contract and provide for payment (Ordinance)

**Disposition:** Ordinance No. 167268. (Y-5)

- \*45** Amend Ordinance calling for bids for construction of water mains in SW Westwood Dr., SW Westwood Ct., SW Westwood View and SW Nevada Ct., to include water mains on SW Palatine St. (Ordinance; amend Ordinance No. 166744)

**Disposition:** Ordinance No. 167269. (Y-5)

- \*46** Agreement with Gabriele Development Services for \$61,754 for technical/planning services for the Forest Park storage tanks (Ordinance)

**Disposition:** Ordinance No. 167270. (Y-5)

- \*47** Contract with Turner Construction Company in the amount of \$171,807 for construction management services related to the Water Pollution Control Laboratory (Ordinance; return Previous Agenda 1811)

**Disposition:** Ordinance No. 167271. (Y-5)

- \*48** Increase the Bureau of Environmental Services change order authority for additional work on the Rose City sanitary sewer project (No. 4677) (Ordinance; amend Contract No. 29007)

**Disposition:** Ordinance No. 167272. (Y-5)

- \*49** Designate and assign a strip of land as a permanent public sewer easement and provide for permanent access to detention pond facilities, in connection with the Rivergate Quarry drainage system (Ordinance)

**Disposition:** Ordinance No. 167273. (Y-5)

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- \*50** Authorize a contract and provide for payment for the Sellwood and Lents 1 Basin CSO test sump project (Ordinance)

**Disposition:** Ordinance No. 167274. (Y-5)

**REGULAR AGENDA**

- \*20** **TIME CERTAIN: 9:30 AM** - Accept gift of two "Smart Wagons" from the Metro Portland Auto Dealers Association for the Police Bureau (Ordinance introduced by Mayor Katz)

**Discussion:** Captain Richard Tate, Portland Police Traffic Division, said this accepts a gift of two speed monitoring awareness radar trailers from the Portland Auto Dealers.

Erica Rooney, Assistant City Traffic Engineer, said they see the "Smart Wagons" as a way to help implement the Reclaiming Our Streets community action plan adopted by Council last Spring. She said they hope to see some safety improvements, especially around schools, as a result.

Ron Lane, Past President of the Portland Auto Dealers, said these are speed monitoring devices that tell drivers the speed at which they are driving.

Captain Tate said while there were 54 murders in Portland last year, there were 48 traffic fatalities, making traffic safety a very important issue.

Mayor Katz thanked the Metro Portland Auto Dealers and said she hoped to see the work plan developed between the Police Bureau and Traffic Management.

Commissioner Blumenauer said the large reader display boards used last year which told people how fast they were going did help change behavior and these two units should also have a significant impact, especially near schools and on busy crosswalks used by senior citizens.

Commissioner Hales said this is an example of business people displaying real initiative and financial commitment.

**Disposition:** Ordinance No. 167275. (Y-5)

- 21** **TIME CERTAIN: 9:35 AM** - Adopt the Central City Streetcar Alignment and direct the Bureau of Transportation Engineering to initiate design and engineering of a segment of the alignment (Resolution introduced by Commissioner Blumenauer)

**Discussion:** Commissioner Blumenauer said this is the culmination of over three years work and represents a consensus on the part of neighborhoods, property owners and business groups. He said this is not just a streetcar but an attempt to design a system for community development, housing and transportation that can produce multiple benefits in this key area of the Central City. It lays the foundation to redevelop and tie communities to the north and south of downtown and this linkage of land use and transportation between the River District and North Macadam areas is the key to providing 15,000 housing units. The uniqueness of this project is shown by the fact that this is the only transportation project in the country to receive HUD funding because of its potential for promoting energy conservation and housing. He said there are questions which they hope will be answered through the preliminary engineering work, adding their commitment that funding for this will not interfere with the regional rail program. He said this is a project Tri-Met cannot undertake even if it wanted to, but the City can.

Vicki Diede, Project Manager for the Central City Streetcar, said the alignment was developed with the assistance of the affected neighborhoods as well as Portland State University, North Macadam Development Council and the River District. She described the process used to select the alignment and said they are hoping for adoption of the entire alignment from NW 23rd through downtown to Willamette Park. They recognize that the Metro South/North Corridor study is underway but believe there are opportunities to work with Metro as that project moves forward. She said the streetcar could provide more local service than could be provided by light rail and perhaps the two could co-exist or the streetcar could be Phase I of a light rail operation on an interim basis. She said at the very least they need to continue the study about the specific alignment in North Macadam and John's Landing.

Mayor Katz asked about the alignment in John's Landing, noting opposition from people in that area.

Ms. Diede said they have recognized the alternative alignment out to Macadam as called for in the John's Landing Master Plan. The issue is that the Master Plan shows the swing out going between two buildings in the Heron Pointe Condominiums. That has always been the plan and when the condos were built they knew that was where the alignment was to be. However, the City is willing to consider another way to get to Macadam that is less intrusive. She said proceeding with the project is a three-pronged effort: 1) design engineering of the alignment from NW 23rd and Lovejoy/Northrup to Portland State; 2) define details of the alignment between Portland State and John's Landing; and 3) identify funding for additional design engineering of the complete Central City streetcar alignment.

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John Carroll, Steering Committee chair and property owner in Northwest Portland, said these concrete projects can galvanize the community when implemented. This can be the thread that stitches these neighborhoods together. He said he believes everyone on the committee shares Commissioner Blumenauer's enthusiasm for this streetcar alignment.

Steve Fosler, 1306 NW Hoyt, Chair of the Northwest District Association (NWDA) Transportation Committee, said NWDA was deeply involved in making sure the street car project is defined in terms of urban transit and neighborhood transportation, liveability and housing development. All the neighborhoods listed strongly support the concept and are confident that all the unanswered questions will be addressed during the next step of the project.

Jim Howell, Citizens for Better Transit, recommended a no vote. He called the project "A Desire Named Streetcar" and said it should be rejected because bus service has not been considered as an alternative. He said buses could do the job without requiring adoption of an alignment, expensive design and engineering studies, or the expenditure of any City revenues.

Commissioner Hales asked him whether the engineering process would not smoke out some of those questions even if does not directly address other alternatives.

Mr. Howell said the engineering study would focus on engineering, not these fundamental planning issues that should have been answered years ago.

Martin Taylor, Willamette Shores Homeowners Association, said they support the departure from the existing rail line which presents a barrier to the Willamette River. Their concern with the alignment along Macadam is based on the loss of 40 out of 132 parking places at Willamette Shores. He asked if this system is meant to supplement the current bus system and said putting the streetcar on the street would not reduce congestion. He suggested using rubber-tired electrically-driven vehicles that would interact with the traffic and be a better solution. He said the Association is also concerned that the current alignment could be revised, making homeowners there uncertain about future disruption. He asked Council to: 1) instruct Transportation Engineering to place conditions limiting permitted use of the existing right-of-way between Julia and Carolina Streets to non-motorized vehicles; 2) consider use of rubber-tired transit vehicles in lieu of a fixed-rail system and 3) establish an advisory committee of John's Landing condominium owners to give input to the City.

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Mayor Katz said the resolution calls for an advisory committee and John's Landing residents should be represented on it.

Commissioner Hales noted that the first condition would preclude running the streetcar through that area.

Eric van Doorninck, Heron Pointe Condominium Owners, said he and his partner began conversion of six apartment buildings to condominiums and then discovered the property was in the path of two potential transportation corridors, one for the streetcar and one for light rail. He called for a revised streetcar route along Macadam, not through the condominium development, and for routing light rail on the east side of the River. The alternative route would divert transit away from the residential area and cause the least amount of disruption to existing developments.

Steve Sivage, Senior Campus Planner for Portland State University, urged adoption. He said the University is very interested in developing alternative transportation modes to serve its needs.

Ray Polani, Citizens for Better Transit, said rail is glamorous but quite expensive and should be reserved for regional use with funding committed up front. They believe the cost will be closer to \$120-150 million than the \$30 million cost estimated here. A crucial question is why Tri-Met has not been involved. He suggested beginning with regular buses to prove ridership and then going to trolley buses, which are much less expensive and intrusive, until automobile use has subsided. He asked that this be remanded for further study as this is one time where going slow with rail is appropriate.

Commissioner Lindberg asked where his cost estimates came from.

Mr. Polani said he was basing it on MAX costs, with adjustments.

Steve Shain, North Macadam Development Council, supported the alignment, viewing it as a way to connect areas with the highest density in the City to areas with the potential for the next highest density in housing, office and commercial uses. It will provide an opportunity to create an urban design that buses do not allow.

Michael McLafferty, Chair of the Pearl District Neighborhood Association, Planning and Transportation Committee, testified in support. They endorse the 10th/11th Street alignment because its relatively fixed lines will stimulate development of new housing along its route and support the Central City Traffic Management Policy's high density growth housing goal of 15,000 new apartment units and homes in the downtown area over the next 16 years.



Vern Rifer, President, Downtown Community Association, urged adoption of the resolution, noting support from a coalition of all the business and neighborhood associations involved. Their only concern is the clause which defers detailed engineering in the area south of Portland State until the light rail route is determined. He said they believe Council needs to decide for itself the fate of its inner city neighborhoods and not leave that decision to a regional body. For that reason, all areas should be included in the engineering.

Peter Fry, 733 SW 2nd, 97204, supported the project, arguing that the use of the auto will not subside until more attractive alternatives exist, as in the Bay Area. The streetcar is critical because it adds another level to the transportation system.

Fred Nussbaum, 22614 NE 43rd Ave., Vice President, Oregon Association of Railway Passengers, said it is ironic that it is the long term transit advocates who are urging Council to slow down. He said this project leaves many questions which cannot be answered by engineering studies. These questions include whether this is the right mode and whether this alignment will just siphon off bus riders from the existing system but at tremendously more cost.

Commissioner Blumenauer emphasized that there are areas where the City, not Tri-Met, has to exercise leadership. For instance, the region would not now be studying a north/south rail alignment if the City had not stepped forward with its own regional rail program and developed the constituency. The same is true with a streetcar. He said they will consider separate management from Tri-Met for the streetcar, one not bogged down with its procedures or overhead.

Carol Smith Larson, 4058 NW 9th Ave., said both the Pearl District Neighborhood Association and the River District Steering Committee are very much in favor of this and of the residential development that will result.

Commissioner Hales asked about the primacy of the south/north routing process compared with the streetcar alignment.

Ms. Diede said the streetcar study may get some very good engineering information through the Metro study of the south/north route, especially as they figure how to get down to the river.

Commissioner Blumenauer said there is a chance for this project to piggyback on the south/north study and the City is committed not to do anything that will interfere with the regional decision. That will be dominant. Finally, citizens will have an opportunity to feed into the south/north study process.

Commissioner Lindberg asked about the cost estimates.

Ms. Diede says staff does not believe the trolley would have to be built to the same standards as MAX. The goal is to keep the system as simple as possible while still providing efficient service.

Mayor Katz noted that the Planning Commission had voiced some concern about the lack of integration with Tri-Met projects and about how much ridership might be pulled off Tri-Met.

Ms. Diede said their information, based on transportation modeling for the River District development plan, assumes that with substantial development there, approximately 6,500 boardings would occur along the entire alignment. This will be incremental as the areas develop and is an issue that they will continue to talk to Tri-Met about.

Mayor Katz asked about the recommendation that there be a realignment with the existing Tri-Met bus service to serve the same area, but much more cost efficiently.

Ms. Diede said their vision has always been rail-based because it encompasses not just the streetcar but also housing and economic development.

Mayor Katz asked whether it would be wise to have those conversations with Tri Met before millions are spent on engineering studies. She said the City may never be able to build this.

Ms. Diede said they have talked to Tri-Met about the alignment itself and their vision for the streetcar. With the addition of south/north light rail, the majority of activity will occur on the transit mall and there will be no duplication on 10th and 11th. Tri-Met has provided staff to assist the City and will make recommendations about the kind of issues they would like to see addressed in the engineering contract as well as continuing issues concerning operations.

Mayor Katz asked where the \$30 million was coming from.

Vic Rhodes, Transportation Engineering, said they do not plan to siphon off funds intended for regional rail or request HUD or general fund money. They see possibilities for funding from LIDS formed by property owners along the alignment and may seek Department of Energy support. They may also seek a franchise with European streetcar manufacturers or from utility companies.

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Mayor Katz noted the City may be seeking money from the utility companies to construct the housing and should not ask them to do triple what they should be doing.

Commissioner Blumenauer said this is an opportunity to have people spend just once as part of an integrated effort to get multiple benefits out of these investments.

Mayor Katz asked about the involvement of John's Landing residents.

Ms. Diede said they have had meetings with both the John's Landing and Corbett/Terwilliger/Lair Hill Neighborhood Associations and they will continue, probably on a formalized basis.

Commissioner Blumenauer emphasized that this is a total development partnership, not just a streetcar project, and is consistent with the Central City Transportation Management Plan, Livable Cities and other projects. He said if they cannot do it at half the cost of MAX, if they do not get the private partnerships or compete with regional interests, then they will not do it. Right now, however, there is every indication they can do it.

Commissioner Hales said the land use strategy and vision is pretty clear here and the next step is to shape the public investments to catalyze action. This is good urban design and development strategy, which is why it obtained HUD funding. There are questions that need to be addressed but should be done so when they have a clearer idea of the ways and means to this project.

Commissioner Kafoury said these programs are interrelated and she appreciates the focus Transportation has taken in looking at this not just as a transportation isolated item.

Commissioner Lindberg said he believes this project fits in perfectly with the vision the City has set for itself. It will require a boldness of action to achieve. He noted that these areas are now underserved and this could be an ideal solution in terms of getting people to use transit. Even though the funding is not tied down, if the vision and the benefits are strong enough, the money will follow.

Mayor Katz said some serious questions have been raised regarding an integrated transportation system, issues of funding, how the project fits into the capital construction priority list and who will provide management. Also, citizens in the John's Landing area need to be involved because it seriously impacts their quality of life. However, this

is another piece in how the City deals with growth and for that reason she will support it, but with close monitoring by Council because of the lack of City resources.

**Disposition:** Resolution No. 35231. (Y-5)

**22**

**TIME CERTAIN: 10:30 AM** - Adopt the Central City Transportation Management Plan (CCTMP) Policy Consensus and direct the Portland Office of Transportation and the Bureau of Planning to prepare the CCTMP for adoption with amendments to the Comprehensive Plan and Title 33 (Resolution introduced by Commissioner Blumenauer)

**Discussion:** Commissioner Blumenauer said for the past 20 years a parking lid has been in place in downtown Portland which was perfect for the environmental challenges then existing. He noted the City has not had a carbon monoxide violation since 1985. The problem now is that there is a different congestion problem and a different environmental problem, ozone pollution, which is regional in nature and the lid is a mechanism which, while it worked in the 1970s and 80s, will make the problem worse in the future. A new approach for the next 20 years has been developed which will be better for the environment and for controlling congestion and enhancing the City's liveability.

Felicia Trader, Director, Office of Transportation, said transportation is an important aspect of the Central City plan and to address the growth needs of the community and region, the City must develop guidelines for managing parking and circulation in each of the Central City's eight districts. In 1990, the City and its partners began working on a new CCTMP and concluded that increased Central City housing will have a positive effect on transportation patterns. They also concluded that improved bicycle and pedestrian access is essential to managing growth, that projected increased auto use could constrain future development and that air quality could best be addressed by regional solutions. They are saying that they must have a CCTMP to preserve the liveability of the community, one that is not simply a matter of managing parking and traffic circulation but plans for responsible alternatives. She said the policy provides the basis for public hearings and in the Spring staff will return with the language of implementation, including policies and objectives to be adopted as part of the Comprehensive Plan, action items to direct future work, and Zoning Code amendments.

John Kowalachek, Department of Environmental Quality, said they highly support this plan and the high-growth Central City build-out scenario, particularly the expansion of the use of parking ratios. They also see the plan as a way of helping the region address ozone problems. It is clear that the parking lid is now in the way of implementing the CC Plan and counterproductive in dealing with regional air quality

problems. They are convinced from modeling they have done that there will not be any future carbon monoxide problems in the area. He described some of the regional measures they will be recommending, adding that they believe EPA will be comfortable with the plan as proposed.

Marty Brantley, representing Association for Portland Progress, said this three-year process has shown that seemingly contradictory interests can come together for the betterment of all. The business community strongly supports this and looks forward to continuing the offsets and parking pools they have engaged in over the last three years.

Phil Bogue, Tri-Met Board Member, said Tri-Met recently passed a resolution noting that it will give special consideration in its annual budgeting and planning process to jurisdictions that have implemented programs which encourage alternative travel modes. He said Tri-Met found the lid had been very successful but believes the parking management strategies for each district will increase transit demand by establishing parking maximums and limits on new parking lots. He indicated, however, that their long range financial ability to meet increased demands is uncertain.

Steve Fosler, Chair, CCTMP Citizens Advisory Committee, said the comprehensive nature of the CCTMP is its strongest asset and discussion of the lid is only one important sliver in the whole pie. He said they will facilitate the upcoming public meetings that discuss the CCTMP and will deal with the details as they come up. The CAC strongly supports the resolution, particularly the high growth scenario as a planning goal to make the Central City neighborhoods more liveable and less congested. He stressed support from a remarkable diversity of groups and individuals and said they envision an implementation plan that will really make a difference in Central City neighborhoods. He noted the interactive nature of the policies and how change in one set, such as the transit system, affects another set, such as development.

Mayor Katz asked what issues make the citizens nervous.

Mr. Fosler said the first one is growth and how you manage it. Another issue is the ability of Tri-Met to meet the transit needs for any type of growth, or even current needs. Another concern is how to encourage housing development that turns out to be the most effective transportation solution.

Keith Bartholomew, staff attorney, 1000 Friends of Oregon, supported the resolution but noted their concern in the current draft for the apparent lack of standards about the amount of surface parking outside the downtown district. He said it is not so much numbers but lot

coverage as they do not wish to see entire City blocks covered by parking. However, they particularly support the pedestrian and bicycle provisions, noting that their new report, the Pedestrian Environment, provides quantitative data showing that a pedestrian friendly environment has a demonstrable effect on encouraging people to leave their cars at home. He also urged adoption of the draft ordinance, now before the Planning Commission, to implement the State Transportation Planning Rule.

Matt Klein, Pacific Development and member of the Citizens Advisory Committee and Lloyd District Task Force, said few policies will have as profound a result on development and liveability. He said the process, while sometimes quite nightmarish, has produced a series of common priorities. He said lots of people will pay attention to how this will be implemented and its impact on economic development.

Judy Davis, League of Women Voters, supported the changes, noting that one way to lower vehicle miles travelled is to concentrate jobs in areas that have good transit. She supported removal of the lid and encouraged creation of additional housing in the Central City. Controls on off-street parking should also be strengthened. One concern, however, is that the plan does not adequately address the movement of goods and a closer look at commercial vehicles is needed.

Ray Polani, Citizens for Better Transit, opposed removal of the parking lid. He said downtown still prospered even with the lid as at the same time transit coverage was increased. He said the City should not be taking actions which make it easier for people to drive and park, adding that the downtown formula should be applied to the suburbs rather than applying suburban approaches to downtown.

Joe Angel, Oregon Restaurant Association, said this plan goes a long way to meeting the needs of restaurant owners. He said they need to be able to accommodate customers without negatively impacting neighborhoods and other businesses. He asked that restaurants be classified separately from retail as their needs are quite different. Speaking personally, he said he does not see enough division of pedestrians and bicyclists.

Ms. Trader said she would like to wait until the first response to the draft is completed before addressing all these issues and will be happy to schedule an Informal meeting on these subjects if Council would like. She said the overriding citizen concern is to not overdo regulation.

Commissioner Blumenauer noted that the DEQ is working on a new set of parking strategies which are scheduled for completion at the end of the year.

Commissioner Lindberg asked what is anticipated to happen in the suburbs as a result.

Mr. Kowalachek said there is a need to establish parking ratios and they foresee a pinch on suburban parking which should level the playing field in the region.

Mayor Katz asked when the details would be known.

Mr. Kowalachek said the ratios for the Central City have already been identified and they expect to see them for the rest of the region by the end of the year.

Commissioner Hales said this plan meets the three tests of a good planning effort. It is visionary, accessible and understandable, and it works in the marketplace.

Commissioner Kafoury said it is critical to reach a balance between regulation and letting the market dictate policy. She said if the City protects values it tends to overregulate and then gets criticized because the permitting process is cumbersome.

**Disposition:** Resolution No. 35232. (Y-5)

**Mayor Vera Katz**

- 25** Implement a program that establishes employee discounts to assist employees in meeting their work and family needs and provide the City opportunities to increase employee productivity (Resolution)

**Disposition:** Continued to January 19, 1994 at 9:30 a.m.

- 51** Adopt report entitled "Police/Citizen Accountability Initiative;" adopt amendments to City Code Section 3.21, Police Internal Investigations Auditing Committee; adopt amendments to Police Internal Investigations Audit Committee and Citizen Advisors Rules; adopt Schedule of Appointment for Citizen Advisors and authorize IID complaint neighborhood intake sites (Second Reading Agenda 1)

**Discussion:** Commissioner Kafoury emphasized that this is an evolving process and while this is definitely an improvement, it is not the final answer.

Commissioner Lindberg commended Mayor Katz for strengthening the current process.

Mayor Katz noted that Council heard three hours of public testimony

last week. she said this is a project in the works and she is committed to reviewing it in six months or a year.

**Disposition:** Ordinance No. 167276. (Y-5)

**Commissioner Earl Blumenauer**

- 52** Consider vacating a portion of public right-of-way at the northwest corner of SW Jefferson Street and SW 18th Avenue as initiated by Resolution No. 35218, to assist in completion of the Downtown Portland segment of the Westside Light Rail project (Hearing; Report; C-9857)

**Disposition:** Approved. City Engineer prepare Ordinance. (Y-5)

**Commissioner Charlie Hales**

- 53** Accept contract with Dennis' Seven Dees Landscaping, Inc., for Westmoreland Park sprinkler system as complete, authorize final payment and release of retainage for a total of \$13,103 (Report; Contract No. 27896)

**Disposition:** Accepted.

**Commissioner Mike Lindberg**

- 54** Accept submittal of Bull Run Watershed Annual Activity Schedules from the Bureau of Water Works and the U.S. Forest Service per the 1979 Memorandum of Understanding (Report)

**Discussion:** Commissioner Lindberg noted a memo from Mike Rosenberger.

**Disposition:** Accepted.

**City Auditor Barbara Clark**

- 55** Transmit annual report of the Land Use Hearings Office for FY 1992-93 (Report)

**Discussion:** Barbara Clark, Auditor, noted that this year's report covers the period through December 31 and contains the result of the office's first-ever customer survey.

Elizabeth Normand, Hearings Officer, said there needs to be more direct communication between the Hearings Office and Council although their separate functions need to be retained. She noted hiring of a new Hearings Officer.



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Mayor Katz asked what planning vehicles need improvement.

Ms. Normand said the rewrite of environmental zone regulations, already underway, and of Title 34 are very important. There is a process to catch glitches in Title 34 but an incredible backlog exists and resources need to be put into this work.

Commissioner Blumenauer asked if she could review old cases and let Council know how it has done and what has worked.

Mayor Katz said she would request that the Executive Assistants schedule that review.

Commissioner Hales said he will get responses from Planning on the issues raised in the report.

**Disposition:** Placed on file.

At 12:15 p.m., Council recessed.

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**A RECESSED MEETING OF THE COUNCIL OF THE CITY OF PORTLAND, OREGON WAS HELD THIS 12TH DAY OF JANUARY, 1994 AT 2:00 P.M.**

**THOSE PRESENT WERE:** Mayor Katz, Presiding; Commissioners Blumenauer, Hales, Kafoury and Lindberg, 5.

**OFFICERS IN ATTENDANCE:** Cay Kershner, Clerk of the Council; Ruth Spetter, Senior Deputy City Attorney; and Nancy Poggi, Sergeant at Arms.

**56 TIME CERTAIN: 2:00 PM** - Appeal of Eliot Neighborhood Association against Hearings Officer's decision to approve the application of Roger Anthony Gallo for a conditional use to establish a community corrections center at 843 N. Knott Street (Hearing; 93-00593 CU)

**Discussion:** Ruth Spetter, Senior Deputy City Attorney, noted the rules of procedure and the process for appeal.

Mike Hayakawa, Planning staff, said the proposed site for the center is a three-story, 14-unit building in an IG, industrial sanctuary, zone. He noted three applicable approval criteria, including appearance, the availability of public services and that it not pose an unreasonable safety threat. After extensive review of safety provisions, the Hearings Officer concluded that there was no evidence of an unreasonable threat to safety. The neighborhood association, however, contends that the public safety requirement was not met and that density was not addressed.

Mr. Hayakawa noted that detention facilities are not allowed in residential zones and are only allowed in commercial and industrial zones with conditional use approval. The applicant wishes to obtain a contract from the Bureau of Prisons to house male felons who will live here but be employed elsewhere. Currently there are several residential units in the building and the neighborhood is concerned about the loss of these units.

Commissioner Lindberg asked if density could be considered if it was not mentioned as an approval criteria.

Mr. Hayakawa said one type of criteria calls for consideration of a balance between residential and non-residential use and the other, as is the case here, provides for no such consideration. Council may wish to provide guidance.

Commissioner Lindberg said if you look at the record over a long period, Council has made it clear that density did not get into the Code. Council has previously asked for density studies.

Susan Feldman, Planning staff, said a detention facility is not permitted in a residential zone and the density issue does not arise as an issue in industrial areas. In this area there are lots of non-conforming uses. She noted that the City has to allow detention facilities somewhere and while this functions as a residential area today it is not what it has been zoned for. Council's task is to define an unreasonable safety threat and if it reverses the Hearing Officer's decision, must define why it is a threat. She noted that the facility would be six blocks from the nearest residential zone.

Mr. Hayakawa showed slides of the site.

Steve Rogers, Co-chair, Eliot Neighborhood Association, asked Council to consider the cumulative impact and density issue of such facilities on this neighborhood. He said Eliot believes it has more than its share of special needs housing, as well as one detention facility, and that no neighborhood should have two. He noted the proposed siting of Project Network, a transitional housing project for women receiving drug and alcoholic treatment, across the street and said having the two such populations in such close proximity will create an institutional ghetto.

Lee Perlman, Co-chair, Eliot Neighborhood Association, said while this is predominately industrial there are a number of lots zoned ExD which allow housing use. He asked if Council intended to have such minimal criteria for areas adjacent to residential. He said they disagree with the Hearings Officer's conclusion that the neighborhood's fears are unjustified, noting that the crime rate here is one of the highest in the City. He said Eliot should not be put at further risk.

Jean DeMaster, Director, Transition Projects, 2322 N. Williams, and member of the Fair Housing Strategy committee, said the Strategy calls for not overconcentrating housing for people with special needs in one area and Eliot has already taken more than its fair share.

Individuals speaking in support of the appeal and the Eliot Neighborhood position included:

Kim Blessing, 829 N. Russell, 97227  
Catherine Cobb, 751 N. Knott, 97227  
Rick MacFarlane, 751 N. Knott, 97227  
Vesia Loving, 4028 N. Michigan, 97227  
Jeff Gantert, 3927 N. Michigan, 97227  
Diane Farmer Linkhart, 4045 N. Missouri, 97227  
Laurie and Gary Hampton, 813 N. Russell, 97227  
Bill Spangle, 3026 NE Rodney, 97212  
Ken Hennrich, 205-B N. Page Street, 97227  
Charles Hughes, 836 N. Russell, 97227

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Olivia Jeffries, 32 N. Cook, 97227  
Rev. Victor Brown, 4025 N. Vancouver, 97227  
Ron Fossum, 5533 NE 30th, 97211  
Elizabeth Waters, 2181 NW Glisan, #502, 97210  
Rebecca LaFore, 3727 N. Commercial  
Shelley King, 841 N. Knott, 97227

Opponents of the facility voiced concern about the safety of nearby residents and of those using the bus stops. They charged that Second Chance gave out erroneous and conflicting information about staffing and about the number of people and the population ("white collar" criminals) to be served. They contended the neighborhood should not have this forced down its throat. They said siting Second Chance so close to Project Network will pose a safety threat to the women enrolled in that program, drop more criminals into an already high-crime area and prevent others from making economic and personal investments here.

John Chen Beckwith, attorney speaking on behalf of the applicant, Second Chance, 2505 3rd Avenue, Seattle, WA 98121, said siting such a facility here is obviously unpopular but this is not a popularity contest. He said Council must make its decision based, not on emotion, but on the criteria in the Code, as the Hearings Officer did after looking at all the issues and hearing all the testimony heard today. He said Second Chance is one of the most forthright organizations he knows and it is sharing as much information as it can with the neighborhood. He noted that Second Chance has six similar projects in the State of Washington which, while initially opposed, now have received a great deal of support.

Angela Rinaldo, Director of Development, Second Chance, 2505 3rd Avenue, Seattle, WA 98121, said they have never misrepresented the number they plan to serve, which is 25 beds. She noted that they agreed with the Eliot Neighborhood Association to establish community screening by giving the neighborhood the final say about who is accepted for the program. They noted that there will be no attempt to house sex offenders and that concerns about the lack of security are unfounded for while staff may not be called security guards they are trained in corrections. She noted the existence of another corrections facility, Progress House, 16 blocks away which has been there for many years without problems. She said she understood that facility will cease operations when this one comes into existence. She concluded by stating that public safety people have told them this facility will actually increase safety in the area.

Commissioner Hales asked about the boundary set by the Bureau of Prisons for siting this facility.

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Ms. Rinaldo described the boundaries in all directions.

Commissioner Lindberg asked whether Beaverton had an equal number of such facilities.

Mike Kelley, Professionals 100, said he did not know as this one was intended for Multnomah County and it was intended that people who went to prison from Multnomah County would be located back in the County.

Ms. Rinaldo stressed that there will be zero increase in the total number of beds. In response to questions from Council, she described how the number of residents was determined and how they will be monitored. She added that she is unaware of any particular security problems at Progress House, the existing corrections facility.

Commissioner Blumenauer said he was very sensitive to the concentration issue and asked if there was any way that Council could condition approval based on the certainty that the other facility would go away. After seeking clarification, he noted that the other facility has a conditional use tied to its function, not a specific contract.

Ms. Feldman said adding such a condition would be an enforcement nightmare for the City.

Mr. Kelley noted that prisoners return to Multnomah County whether there are facilities or not, adding that the applicants were given a narrow boundary within which to locate and that it was difficult to find a suitable building. He said this is a brick, three-story building with one entrance in an area that is primarily not residential.

Commissioner Hales asked how the federal government divided up the whole metro area and how it came up with these parameters.

Mr. Kelley said he assumes Washington and Clackamas Counties have similar provisions.

Mr. Beckwith said they have no information on how prisoners are spread around, arguing that Second Chance is meant to be part of the solution, not the problem.

Mayor Katz asked if there is less of a chance of recidivism for those going through such facilities.

Mr. Beckwith said people who go through work release programs have much lower rates.

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Mayor Katz said she would like to see such data as well as find out if the federal government applies similar boundaries in other areas.

Mr. Rogers requested that the record be kept open for seven days and that all Hearings Officer submissions be made part of the record. He asked Council, if it does not support the appeal, to apply all the conditions it placed on the Volunteers of American facility when that was approved.

In rebuttal, Mr. Rogers contended that the situation in the Humboldt area, where the other facility is located, is quite different, adding that the only testimony in support came from those with a financial interest in the project. He said Second Chance did commit to client review by the neighborhood but subsequently denied it and only recommitted at the Hearings Officer hearing. He also charged that they keep hearing different information on the boundaries.

Mr. Perlman said he lives around the corner from the VOA facility and while the risks and problems are manageable it is too much to ask this area to take on more. He said they cannot absorb more such facilities, no matter how well operated.

Commissioner Blumenauer said he was concerned that a facility for male felons would be across the street from women in treatment programs. He said he did not view this as a healthy mix for either population.

Ms. Rinaldo said that she had no personal concerns about mixing these populations.

Commissioner Hales said he believes the Code is sufficiently discretionary to allow room for Council to interpret the meaning of the words "unreasonable threat to safety" in the conditional use criteria.

Ms. Spetter said that was correct - Council has to determine the validity of the safety threat.

Commissioner Hales said he believes the facts in the record conclusively demonstrate that this facility would pose safety threats.

Commissioner Kafoury moved to tentatively grant the appeal and overturn the Hearings Officer's decision. She said the overload of such facilities in this neighborhood poses an unreasonable safety threat.

Commissioner Lindberg seconded.

Commissioner Kafoury noted that these same issues are raised

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whenever attempts are made to site such facilities. However, there is a point at which an impacted neighborhood should not be asked to take on more. This reflects no judgment about the quality of the Second Chance program.

Commissioner Blumenauer asked staff to take extra care in crafting the findings, adding that he cannot subscribe to the Hearings Officer's statement that Council did not intend to consider the crime rate in a neighborhood when making such decisions. He said the City has to be sensitive to the mixture and it is appropriate to deal both with saturation and with the high crime rate here. While the possible phasing out of one existing detention facility sounds like there would be no net change for the community if Second Chance were approved, there is no way to assure or condition that. Commissioner Blumenauer added that the City has, however, to provide such facilities and the criteria cannot be drawn so narrowly that the State and federal governments take over control of the siting.

Commissioner Lindberg said "unreasonable safety threat" can take into consideration looking at the reality of what is already in the neighborhood. He said this is a mixed-use, fragile neighborhood that, because of the high crime rate and the number of existing special needs facilities, should not be forced to take more. He said the City should not let the feds dictate to it on this but rather look at whether there is equitable distribution in the region.

Mayor Katz agreed that this is a very fragile neighborhood with more than its fair share of social service facilities. She noted that Eliot's crime rate is more than double that of the entire City. She said there is truly a safety issue within this community that needs to be continually addressed. Second, one of the benchmarks adopted by the Progress Board is the perception of safety within a community. She said it is very clear that this part of the community does not feel as safe as any other part of the City. So, not only is there the reality of high crime rates but also the fact that the community does not feel safe. She said a deteriorating sense of community safety could certainly pose a further threat to public safety in this part of the City.

The Clerk noted that the record would remain open for seven days, until January 19, 1994 at 5:00 p.m.

**Disposition:** Tentatively grant appeal; prepare findings for February 2, 1994 at 2:00 p.m.

At 4:37 p.m., Council recessed.

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**A RECESSED MEETING OF THE COUNCIL OF THE CITY OF PORTLAND, OREGON WAS HELD THIS 13TH DAY OF JANUARY, 1994 AT 2:00 P.M.**

**THOSE PRESENT WERE:** Mayor Katz, Presiding; Commissioners Blumenauer, Hales, Kafoury and Lindberg, 5.

**OFFICERS IN ATTENDANCE:** Cay Kershner, Clerk of the Council; Linda Meng, Chief Deputy City Attorney; and John Hodges, Sergeant at Arms.

## **REGULAR AGENDA**

### **Commissioner Gretchen Kafoury**

- 58** Liquor license application for Steve DePatie and Yoko Funabashi, dba Yoko's, 2275 NW Glisan St., restaurant and package store liquor license (new outlet); Favorable recommendation (Report)

**Discussion:** Mike Sanderson, Bureau of Licenses, asked to address all three license applications as a group.

Marvin Pohl, Northwest District Association Chair, explained why the NWDA Board is opposing these licenses. He said they find it difficult to look at the licenses and judge them individually, application by application, as this area has the highest concentration of liquor licenses in the State, negatively affecting liveability. He said there is a need to develop impact data geared to the community as a whole, rather than trying to gauge the effect of an individual outlet. He noted that the OLCC is planning to implement an area impact rule but it is not timely and is likely to be tied up in litigation. He said they will go ahead with a study in Northwest Portland, which they hope will go citywide, on the problem of alcohol availability. He said Planning and Transportation as well as Licenses should be involved in developing the data.,

Mayor Katz said blanket denial of every license does not help Council much.

Mr. Pohl said NWDA narrowed its opposition to renewal of 67 outlets on 21st and 23rd but this would have put several businesses in jeopardy because of the effect on their bank loans. He said since there is already a problem in the neighborhood there is nothing else the neighborhood can do but oppose new applications. He asked for City help in developing a plan.

Commissioner Hales noted that absent a regulatory tool, Council cannot turn these down without compelling information about individual



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licensees. He said a lot of the concentration issues are land-use or traffic management issues and the liquor arena is not the appropriate arena for determining the cumulative impact on the neighborhood. He said the fact that a restaurant serves alcohol may only be incidental to problems caused by the presence of commercial interests.

Mr. Pohl said research shows a correlation between alcohol availability and types of behavior and they expect their study will replicate that. He said there can be planning for the number of alcohol-available outlets in relationship to other businesses in the area.

Matthew Witt, NWDA, said the correlated impact of liquor is one way they can express their concern to Council about neighborhood liveability issues. They need Council's help to solve this problem.

Commissioner Kafoury said the Bureau's research shows, however, that there are no problems individually with any of these three licenses. She urged Council to approve them but continue the work that has begun.

Commissioner Lindberg said he thought the License Bureau was going to conduct an overall policy review and deal with these issues more holistically.

Gary McGrew, License Bureau, said about four months ago the OLCC began to put a proposed impact area rule into the rule-making process and since then 21st and 23rd Avenue businesses have been meeting with City officials and the OLCC. Out of that has grown a proposal to have Portland State University conduct an impact study to document the problem. He said they are also participating on the Regional Drug Initiative's alcohol availability committee and are working with Commissioner Kafoury on a resolution to deal with these issues.

Commissioner Blumenauer said the recommendation for further study could be a work-load issue for Planning and Transportation and could impact their budgets. He said what the neighborhood is talking about could have wide economic impacts and it would be helpful to have the issues more clearly framed.

Commissioner Kafoury said she would be happy to do that.

Mayor Katz said right now the criteria for the impact areas in North and Northeast was the incidence of criminal activity at the street level. She asked if a different criteria would be applied to Northwest.

Mr. McGrew said that was correct.

Mayor Katz asked if it was correct that the Bureau did not have enough

facts with regard to noise and the impact on quality of life to say Northwest ought to be an impact area.

Mr. McGrew agreed, adding that they hope the survey will provide that information.

**Disposition:** Favorably recommended. (Y-5)

**59**

Liquor license application for The Uptown Billiards Club, Inc., dba The Uptown Billiards Club, 120 NW 23rd Avenue, retail malt beverage liquor license (new outlet); Favorable recommendation (Report)

**Discussion:** Mike Sanderson, License Bureau, said this is an antique billiards club offering beer and wine for on-premise consumption only and is surrounded by commercial properties.

Commissioner Hales said he thinks the impact of a restaurant is almost always less than a retail malt beverage license. He said earlier Council had looked at restricting closing hours on Class A licensees which were a lot earlier than the 2:30 a.m. He asked why they were back to such late closing hours in this case.

Mr. Sanderson said this is outside the traditional complaint area for excessive noise and the sufficiency of parking would mean people would not be wandering the streets to get to their cars. The applicant has a door person who will provide security.

Commissioner Hales said there is a residential area fairly close by.

Mr. Sanderson said the presence of security convinced him that it would not unduly impact the neighbors.

Commissioner Hales asked if this broke any kind of agreement with the neighborhood or other merchants that have been conditioned to earlier closing times.

Gary McGrew, License Bureau, said since the Goforth and Rice case they have been working with a neighborhood committee and have put the closing hours idea on hold until they come up with some solutions for dealing with all the licenses there. They could recommend earlier closing hours here but are trying to resolve this on a larger scale.

Mayor Katz said she thought that it was agreed that every applicant coming after the establishment of the new outlet on 21st would be treated in the same fashion so they were not at an economic disadvantage. She said she has a problem with backing off on that.

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Mr. McGrew said while it does appear to be inconsistent to recommend later closing hours on this one, it also seems unfair, when a lot of establishments are open to 2:30 a.m., to limit the hours on the new ones without coming up with a policy for everyone. That is what they are working on right now.

Mayor Katz said they did set a policy for O'Briens.

Marvin Pohl, Northwest District Association, said the problem is that when the renewals came up they could not change those to 1 a.m. New licensees feel unduly punished.

Mr. McGrew said it is difficult to deal with individual licenses at this time.

**Disposition:** Favorably recommended. (Y-4; N-1, Hales)

- 60 Liquor license application for Chimoto America, Inc., dba Chimoto, 2330 NW Everett St., restaurant liquor license (new outlet); Favorable recommendation (Report)

**Disposition:** Favorably recommended. (Y-5)

- 57 **TIME CERTAIN: 2:00 PM** - Accept the Mayor's Business Roundtable report, Prosperous Portland, Integrated Policies for Jobs and the Economy (Resolution introduced by Mayor Katz)

**Discussion:** Mayor Katz noted that between 1970 and 1980 the bulk of the region's growth was in Multnomah County but during the 1980's this trend was sharply reversed and the County attracted only 26 per cent of the region's growth while wages and per capita income relative to the region fell sharply. She said some City neighborhoods, in North, Northeast and parts of inner and outer Southeast, experienced half the income and double the unemployment. If these trends continue, the quality of life in all the City will deteriorate.

Mayor Katz said the other key challenge results from the changing nature of business itself which now must operate in a much more competitive international environment. The City's international efforts have lacked focus and integration.

She noted that while Portland is competitive with its neighbors in its fee structure, its permitting process and regulatory environment are seen by many businesses as time-consuming and uncompetitive. Another emerging issue is that a large segment of the work force lacks the skills necessary to fill the new jobs being created, leading to the need to import high-skilled workers from other states. The Mayor noted that one of the major sources

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one of the major sources of development, tax increment financing, has disappeared.

To deal with these issues, Mayor Katz noted, a Business Roundtable was formed to develop a new economic policy and task forces were appointed to deal with business climate, physical development and infrastructure, business development and workforce development. She said the resulting report, Prosperous Portland, takes a new approach to economic and community development and establishes a comprehensive approach. She said once Council accepts the report, it will go to the Planning Commission for review of the land-use issues and there will be further opportunities to fine tune it. Among the benchmarks are an increase in per capita income and the number of family-wage jobs to see if the standard of living can be raised to match the region's. She said this will not be an easy task.

John Russell, Chair of the Business Roundtable, described the process which resulted in the report. He said they put a lot of effort into the public review process as the whole idea was to have an inclusive process that drew from a diverse group of people. He noted that economic vitality and security were adopted as the top priorities, based on their belief that the City and its neighborhoods are not adequately participating in the region's economic growth. He outlined 15 policies of concern to the City including establishing customer service as a priority and maintaining a competitive regulatory climate.

Greg Kantor, cochair of the business development task force, said his group identified critical obstacles and opportunities. He said they concluded there must be an emphasis on small and minority-owned business and that, with scarce resources, key industries must be targeted. They also believe the City must fuel international trade, as that is the future health of the economy.

Eva Parsons, cochair of the workforce development task force, said the how (implementation) is as important as the what. She said this is the first time workforce development is seen as an integral part of economic development, adding that the City's past approach has been hit and miss. They recommend targeting services initially to North and Northeast Portland with a target of 200 job placements per year and, after that, focusing on outer Southeast. Community-based delivery is another key element.

Jeana Wooley, cochair of the physical development and infrastructure task force, said the City has a good track record for redevelopment but the loss of tax increment financing means an enormous amount of money. Their major recommendations are to have the City set priorities to leverage its dollars, focusing on the Central City, inner Northeast and

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the Columbia Corridor. The City's policy should integrate infrastructure improvements with economic development to encourage jobs and redevelopment of urban lands. A second policy is to have bureaus set criteria for spending capital budgets which encompass economic development. A third policy area is to promote a transportation system that encourages economic growth. Major challenges include finding a finance mechanism, seeking additional partnerships with other agencies and resolving conflicting bureau goals.

Leslie Kochan, Oregon Fair Trade Coalition, opposed the North American Free Trade Agreement, calling it a give-away to industry that will not help workers. She called for the City to address workplace rights and bring the standards up for low-wage workers. Lastly, any business receiving public assistance from the City should sign a contract which includes neutrality during union-organizing campaigns, compliance with plant-closure notification laws and respect for collective bargaining rights, including the right to strike without being replaced.

Todd Easton, labor economist and University of Portland teacher, said this plan needs to give more attention to workforce development and strengthen public education. He noted the dramatic increase, of more than 30 per cent, in unemployment rates in Northeast Portland between 1980 and 1990, while the average rate in the City as a whole dropped by 10 per cent. This plan should commit the City to lobby furiously for revenues to save Portland schools as strong public education is essential.

Susan Emmons, Chair of the Housing and Community Development Commission and Director, Northwest Pilot Project, said they love the goal of 152,000 jobs in 20 years and they believe it is crucial to have jobs that pay a liveable wage so people can pay for housing. She said new housing units also create jobs. She asked the City to spell out more clearly how the plan gets translated into budget requests and should also demand accountability.

Mayor Katz said there are very clear performance measurements, not just for the housing piece, but for everything else.

Bill Resnick, Committee for a Sustainable Economic Development, said this authorizes a give-away of public resources and will contribute to economic stagnation and polarization of incomes. He said trickle down will not work, adding that the growth in this country in the last 20 years has been entirely taken by those already well off while most people are working harder for less, 13 per cent less since 1973. The big economic problem is not excessive business costs or worker skills. Rather, it is that a growing number of poor people cannot afford decent shelter or food for their kids. Public resources should not be used to bribe or lure

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business and the City's methodology as embodied in this report will eliminate high wage jobs. He called for a higher minimum wage, public creation of jobs to stimulate the economy and higher taxes on the rich. He called for many more hearings on this report, as well as an investigation of the Pamcorp misadventure.

Patrick Mazza, Sustainable Urban Neighborhoods, said this report is based on two erroneous assumptions, the first being that Portland is suffering from a declining business base. He said business license fees have grown and the rise in unemployment in Northeast Portland indicates that the private sector cannot solve inner city problems alone. Lasting solutions are to be found in an enhanced community sector with worker-owned businesses and community development corporations. Another faulty assumption is that Portland is pricing itself out of the market with cumbersome regulations and taxes. He said the consultant's appendices show the City on the low end for development costs and in the mid-range for taxes and fees. Taking two to four weeks longer to get a building permit is not a serious obstacle for developers and the City should not lower its aesthetic standards, surrendering its unique qualities.

Deane Funk, President, Columbia Corridor Association, supported the document which recognizes the capacity of the Corridor as a place to create jobs.

Steve Rogers, 533 NE Brazee, called for fuller citizen involvement and comment and said there needs to be direct stakeholder participation on the advisory committees as well. He said because of the lack of stakeholder input, he is concerned that acceptance of this document, not adoption, will be used as a context for preparation of the FY 94-95 budget. He said information gathered at the community budget forums should be integrated in this document.

Dave Mazza, Sierra Club, said their areas of concern include the lack of public representation by environmental groups, organized labor or community activists and failure to fully explore the linkage to transportation and land use. He said Portland should not be mimic suburban governments and subordinate social and environmental needs to the demands of business. He urged formation of a business plan that is inclusive, calling for more citizen participation.

Chris Brandt, president of Belmont Business Association, supported the report. He said one of its strengths is that it will bring together teams of the best people down to the neighborhood level to create opportunities. He called for combining the best input about economic planning with the best input about land use and liveability as an ongoing approach.

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Rachel Ebor, Hotel Workers Organizing Committee, said the report fails to address the diversity of the work force or recognize the barriers to increasing the number of well-compensated individuals working in healthy environments and maintaining families. She called attention to the impoverished state of most hotel workers who are not getting family wage rates or benefits.

Kay Durtschi, Southwest Neighborhood Information and a subcommittee member, said citizens had to ask to be included in this process and they hope in the future to have more upfront participation. She said the regulations need to be consistent and must also be enforceable. She said the antigovernment sentiment grows when decisions are imposed on citizens and liveability will suffer if the process is speeded up too much.

Charlie Allcock, member of the business development work group, said Portland will become an international gateway city on the Pacific Rim if it implements the strategy outlined in this report. All aspects of the plan must be strategized in a global context.

John Alland, Land Use Chair, Southwest Neighborhood Information, asked if the neighborhoods would be able to comment on the entire document or only the planning aspects. He said there is a need to address growth differently on a longer time frame.

Charlotte Uris, recommended that the process include review by the citizens of all the proposals, not just those related to land-use.

Mayor Katz said other pieces of the Comprehensive Plan such as urban design, environment and transportation have not been ignored but all the pieces have to be pulled together somehow so that one plan is not pitted against another. This one, on economic development, is a thin slice of the whole pie.

Tom Ustack, Grant High School teacher, said he does not believe an upgrade in education and training will contribute to economic growth. He said the country has an effective workforce now and there is no skills shortage, as shown by the number of college graduates taking jobs that high school graduates traditionally have held. He said highly technical jobs are not increasing rapidly and when there are decent jobs, people learn the skills quickly. He said the key rests in creating a consistent economic cycle of good wages creating demand and leading to additional investment.

Jenny Portis, Northeast Workforce Center Director, supported the employment and workforce strategy, particularly the guidelines for measuring programs and funding them properly. Implementation is the key and targeting specific neighborhoods will help focus their efforts.



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Jan Bureson, Director, Portland Development Corporation, stressed the broad community involvement, including over 50 presentations and two public hearings. She said they are now working on an involvement plan with the Office of Neighborhood Association and the coalitions. She described the next steps, including deciding which portions of this strategy are to be incorporated as Comprehensive Plan amendments. She said they hope to return to Council with a policy document and proposed amendments in June. They will also finish a document putting all past economic development practices in a historical context.

David Knowles, interim Planning Director, stressed that public comments will be taken on their draft document for a 60-day period prior to taking it to the Planning Commission.

Mayor Katz asked about implementation during the FY94-96 budget process.

Ms. Bureson said a committee is looking at the most appropriate structure for implementation and it is hoped it will designate PDC as the lead agency for implementation. PDC would then like to bring a plan which prioritizes the strategies. She said during the current budget year, they have taken into consideration many of the ideas being discussed and will use that input as well as Council's.

Commissioner Kafoury said the budget submitted by PDC to Housing and Community Development asks for increases in operating money. She said they need to make clear what the marching orders are because the budget document has been prepared with increases based on this document. She said last year they recommended a one-year transition budget during development of the plan.

Commissioner Lindberg said he is still not comfortable about the lack of integration into this document of a lot of themes that have to do with the quality of life and the environment. Although the argument has been made that they are included in other comprehensive planning documents, he still feels they should be incorporated here because they are so closely intertwined with what makes the City economically prosperous. He read portions of a memo from Mike Houck from the Audubon Society reflecting these same views.

Ms. Bureson said in the latest draft, the importance of neighborhoods and the quality of life was mentioned more than a dozen times. It was clearly the intent to recognize that quality of life is one of the City's greatest economic development assets. She said it is hard for her to deal with people reading the document and not understanding that, adding that this is only one element of the Comprehensive Plan and the economic development policy is to be one policy consideration among



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many. The Roundtable did consider adding an environmental and housing policy but felt this should not become the mother of all policy documents and unanimously rejected that suggestion.

Mayor Katz said the issue is what do we do with all the other policies.

Ms. Burreson said Council can certainly add any policies it wishes.

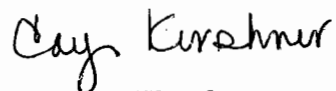
Commissioner Lindberg said he recognized that sentences had been added but this does not elevate the concerns about quality of life sufficiently. To him it is so intertwined with why the City is economically prosperous that to put it in a separate compartment does not get at the point.

Mr. Knowles said the Comprehensive Plan is one way they integrate different policies and he would be very surprised if the Planning Commission does not recommend some linkage in the Plan.

**Disposition:** Resolution No. 35233. (Y-5)

At 4:35 p.m., Council adjourned.

**BARBARA CLARK**  
Auditor of the City of Portland

  
By Cay Kershner  
Clerk of the Council