



CITY OF  
**PORTLAND, OREGON**

OFFICIAL  
 MINUTES

A REGULAR MEETING OF THE COUNCIL OF THE CITY OF PORTLAND, OREGON WAS HELD THIS **18TH DAY OF FEBRUARY, 2009** AT 9:30 A.M.

THOSE PRESENT WERE: Mayor Adams, Presiding; Commissioners Fish, Fritz, Leonard and Saltzman, 5.

Commissioner Leonard arrived at 9:36 a.m.

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

Item No. 145 was pulled for discussion and on a Y-5 roll call, the balance of the Consent Agenda was adopted.

	<b>Disposition:</b>
<b>COMMUNICATIONS</b>	
137 Request of David Morrison to address Council regarding potential hazards of the new WiMax system (Communication)	<b>PLACED ON FILE</b>
138 Request of Cheryl Dilnik to address Council regarding the Mayor (Communication)	<b>PLACED ON FILE</b>
139 Request of Tim Cook to address Council regarding the residential permit process (Communication)	<b>PLACED ON FILE</b>
140 Request of Victoria Taft to address Council regarding the Mayor (Communication)	<b>PLACED ON FILE</b>
141 Request of Paul Edgar to address Council regarding the Columbia River Crossing (Communication)	<b>PLACED ON FILE</b>
<b>TIME CERTAINS</b>	
142 <b>TIME CERTAIN: 9:30 AM</b> – Declare intent to initiate local improvement district formation proceedings to construct sanitary sewer improvements to serve properties located north of NW Skyline Blvd in the Royal Highlands Phase II Local Improvement District (Resolution introduced by Commissioner Saltzman; C-10033)  (Y-5)	<b>36680</b>

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<p><b>143</b> <b>TIME CERTAIN: 10:00 AM</b> – Accept the Master Plan for Cathedral Park as a guide for future development and management of the park (Resolution introduced by Commissioner Fish)  (Y-5)</p>	<p align="center"><b>36681</b></p>	
<p align="center"><b>CONSENT AGENDA – NO DISCUSSION</b></p> <p align="center"><b>Mayor Sam Adams</b></p> <p><b>144</b> Appoint Paul Solimano to the Portland Historic Landmarks Commission for a 4-year term to expire February 17, 2013 (Report)  (Y-5)</p>		<p align="center"><b>CONFIRMED</b></p>
<p align="center"><b>Bureau of Planning &amp; Sustainability</b></p> <p><b>*145</b> Accept a grant in the amount of \$498,726 from the U.S. Environmental Protection Agency, Regions 9 and 10 for the West Coast Collaborative Diesel Emissions Reduction Program (Ordinance)  (Y-5)</p>		<p align="center"><b>182540</b></p>
<p align="center"><b>Bureau of Transportation</b></p> <p><b>*146</b> Revise ordinance to add the delegation of authority to sign the contract for North Leadbetter Overcrossing Project (Ordinance; amend Ordinance No. 182440)  (Y-5)</p>		<p align="center"><b>182528</b></p>
<p><b>*147</b> Revise ordinance to add the delegation of authority to sign the contract for Phase I of N Russell St Improvements Project (Ordinance; amend Ordinance No. 183267)  (Y-5)</p>		<p align="center"><b>182529</b></p>
<p><b>148</b> Grant revocable permit to Jake's Famous Crawfish to close SW Stark St between SW 12th Ave and SW 13th Ave from 6:00 p.m. March 16, 2009 through 9:00 a.m. on March 18, 2009 (Second Reading Agenda 122)  (Y-5)</p>		<p align="center"><b>182530</b></p>
<p align="center"><b>Office of Management and Finance – Business Operations</b></p> <p><b>*149</b> Pay claim of Sean Kuiuwa (Ordinance)  (Y-5)</p>		<p align="center"><b>182531</b></p>
<p><b>*150</b> Pay claim of Martha Purifoy (Ordinance)  (Y-5)</p>		<p align="center"><b>182532</b></p>
<p align="center"><b>Commissioner Amanda Fritz</b> <b>Position No. 1</b></p> <p align="center"><b>Office of Neighborhood Involvement</b></p>		

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<p><b>*151</b> Authorize grant agreements of \$34,000 for East Portland Neighbors and \$22,750 for North Portland Community Works to administer grant funds for the Neighborhood Small Grants awarded to successful grantees in their respective District Coalition areas (Ordinance)  (Y-5)</p>	<p><b>182533</b></p>
<p><b>*152</b> Authorize a grant agreement with Lents Neighborhood Association to support a survey of residents near Lents Park (Ordinance)  (Y-5)</p>	<p><b>182534</b></p>
<p><b>Commissioner Nick Fish Position No. 2</b></p>	
<p><b>Portland Parks &amp; Recreation</b></p>	
<p><b>*153</b> Authorize a grant to Native American Youth and Family Center for youth programming operational costs (Ordinance)  (Y-5)</p>	<p><b>182535</b></p>
<p><b>154</b> Authorize application to the Recreational Trails Grant Program of the Oregon Recreation and Parks Department for a grant not to exceed \$90,000 for the development of trails in Marquam Nature Park (Second Reading Agenda 126)  (Y-5)</p>	<p><b>182536</b></p>
<p><b>155</b> Authorize Intergovernmental Agreement with Metro to accept \$10,000 for alignment and cost estimate to construct a portion of the Willamette Greenway Trail at Willamette Cove (Second Reading Agenda 127)  (Y-5)</p>	<p><b>182537</b></p>
<p><b>Commissioner Dan Saltzman Position No. 3</b></p>	
<p><b>Bureau of Environmental Services</b></p>	
<p><b>156</b> Authorize an Intergovernmental Agreement with Portland State University to partner on a watershed outreach evaluation project to assess the effectiveness of the Brooklyn Creek Basin Outreach Program (Second Reading Agenda 129)  (Y-5)</p>	<p><b>182538</b></p>
<p><b>Bureau of Fire and Police Disability and Retirement</b></p>	
<p><b>*157</b> Amend Intergovernmental Agreement with the Office of Administrative Hearings to increase compensation for hearings officer services (Ordinance; amend Contract No. 52795)  (Y-5)</p>	<p><b>182539</b></p>
<p><b>REGULAR AGENDA</b></p>	

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**Mayor Sam Adams**

<b>Office of Management and Finance – Business Operations</b>		
<b>*158</b>	Authorize acquisition of vehicles for use by City Bureaus at \$91,605 (Ordinance)	<b>REFERRED TO COMMISSIONER OF FINANCE AND ADMINISTRATION</b>
<b>*159</b>	Authorize a contract and provide for payment to furnish replacement vehicles at \$1,349,500 (Ordinance)	<b>REFERRED TO COMMISSIONER OF FINANCE AND ADMINISTRATION</b>
<b>Office of Management and Finance – Purchases</b>		
<b>160</b>	Accept bid of Nutter Corporation for the South Waterfront Park Improvements Project for \$2,166,610 (Purchasing Report - Bid No. 109946) (Y-5)	<b>ACCEPTED PREPARE CONTRACT</b>
<b>Commissioner Amanda Fritz Position No. 1</b>		
<b>*161</b>	Allow evening meetings on motion of the Council (Ordinance; amend Code Section 3.02.010) (Y-5)	<b>182541</b>
<b>Office of Cable Communications and Franchise Management</b>		
<b>162</b>	Grant franchise to Northwest Natural Gas Company for a period of 20 years (Ordinance)	<b>PASSED TO SECOND READING MARCH 25, 2009 AT 9:30 AM</b>
<b>Commissioner Dan Saltzman Position No. 3</b>		
<b>Bureau of Environmental Services</b>		
<b>*163</b>	Authorize an Intergovernmental Agreement with Clean Water Services and a Mutual Agreement and Order with the Department of Environmental Quality and Clean Water Services to temporarily divert wastewater flows from the Fanno Basin to Clean Water Services, settle past permit violations and resolve potential future compliance matters (Ordinance) (Y-5)	<b>182542</b>
<b>164</b>	Create a local improvement district to construct sanitary sewer improvements to serve properties located on NE Gertz Circle and NE Gertz Court in the Deltawood Phase II Local Improvement District (Second Reading Agenda 117; C-10032) (Y-5)	<b>182543</b>

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<p><b>165</b> Authorize a contract and provide payment for construction of the Wet Weather Screening Facility at the Columbia Boulevard Wastewater Treatment Plant Project No. E05512 (Second Reading Agenda 130)  (Y-5)</p>	<p align="center"><b>182544</b></p>
<p align="center"><b>Commissioner Randy Leonard Position No. 4</b></p> <p><b>166</b> Authorize the solicitation of proposals for design and professional support services to City staff charged with designing the City's new Emergency Coordination Center (Ordinance)  <b>Motion to amend to remove emergency clause:</b> Moved by Commissioner Fish and seconded by Commissioner Leonard. (Y-5)</p>	<p align="center"><b>PASSED TO SECOND READING AS AMENDED FEBRUARY 25, 2009 AT 9:30 AM</b></p>
<p align="center"><b>Bureau of Water</b></p> <p><b>167</b> Create a local improvement district to construct water main improvements to serve properties located on NE Gertz Circle and NE Gertz Court in the Deltawood Phase I Local Improvement District (Second Reading Agenda 116; C-10031)  (Y-5)</p>	<p align="center"><b>182545</b></p>

At 11:42 a.m., Council recessed.

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A RECESSED MEETING OF THE COUNCIL OF THE CITY OF PORTLAND,  
OREGON WAS HELD THIS **18TH DAY OF FEBRUARY, 2009** AT 6:30 P.M.

THOSE PRESENT WERE: Mayor Adams, Presiding; Commissioners Fish, Fritz,  
Leonard and Saltzman, 5.

At 8:53 p.m., Council recessed.

At 9:02 p.m., Council reconvened.

OFFICERS IN ATTENDANCE: Karla Moore-Love, Clerk of the Council; Shane  
Abma, Senior Deputy City Attorney; and Patrick Kelley, Sergeant at Arms.

<p style="text-align: center;"><i>Special Meeting Location</i> <b>MIDLAND LIBRARY</b> <b>805 SE 122<sup>ND</sup> AVENUE</b></p> <p><b>168</b> <b>TIME CERTAIN: 6:30 PM</b> – Adopt the East Portland Action Plan as a touchstone and guide for work programs of City bureaus and other agencies, and as a participatory and advocacy tool for community stakeholders (Previous Agenda 1770; Resolution introduced by Mayor Adams)</p> <p><b>Motion to amend to reflect changes in the titles of elected officials and new bureau names and remove the word “substantially” from the fourth “Whereas” clause:</b> Moved by Commissioner Leonard and seconded by Commissioner Fritz. (Y-5) (Y-5)</p>	<p style="text-align: center;"><b>Disposition:</b></p> <p style="text-align: center;"><b>36682</b> AS AMENDED</p>
<p style="text-align: center;"><b>REGULAR AGENDA</b></p> <p style="text-align: center;"><b>Mayor Sam Adams</b></p> <p><b>169</b> Discuss considerations for potential tolling of I-205 (Hearing)</p>	<p style="text-align: center;"><b>PLACED ON FILE</b></p>

At 9:17 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.

**February 18, 2009**  
**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.

**FEBRUARY 18, 2009            9:30 AM**

**Adams:** Good morning. Council will come to order today. February 18th. Karla, please call the roll.

[roll call]

**Adams:** Let's start with communications. Could you please read item 137.

**Item 137.**

**Adams:** Can you turn your -- yeah. Mr. Morrison. Good morning, welcome to city council.

**\*\*\*\*\*:** Nice to see you, sam.

**Adams:** Thanks. All you have to do is give us your first and last name and you have three minutes.

**David Morrison:** David morrison. While looking for a middle school for my daughter, I found that all the schools use wi-fi. Does the city council know that germany warned the citizens using wi-fi and that the national academy of france -- and ontario's lake university refused it over health concerns and the teacher's union said -- the european parliament voted and now we have wimax coming to Portland which has been called wi-fi on steroids. That will blast everyone everywhere 24/7. What will it do to our interpersonal relations and the mental health of people of all ages. 3% are said to be electrosensitive. With the rampant proliferation of wireless among people, even toddlers, we need to teach about the dangers right along with tobacco and other health issues. The connection between cellphone use and brain cancer is irrefutable and speculates there will be more casualties in the future than from tobacco and asbestos and there are things that individual communities can do in spite of the 1996 telecommunications act barring it as a factor in tower placement. Look at the bio-initiative report at bioinitiative.org at levels far lower than current f.t.c. Guidelines and based on an existing body of science, grave concern is raised by scientists about planned chronic exposure in the u.s. At these frequencies and so I hope the city council and school board will consider this information and our educational system and use our educational system as an entry point for understanding more about this enormous public health concern. Under three minutes.

**Adams:** Thank you very much. Appreciate it. Karla, will you please read the title for item 138.

**Item 138.**

**Adams:** Good morning. Welcome to city council. You have to just give us your first and last name and you have three minutes.

**Cheryl Dilnik:** Aloha. My name is cheryl dilnik. I wasn't born in Oregon. I was born in the territory of hawaii. My family does go back to the late 1800's. Maybe further, I really haven't done the research but I have a great love for this city and state. In the past we've witnessed the sexual shenanigans of our police department and more recently, neal goldschmidt had the nerve to admit having sex with an under-age babysitter. In my condensed version, as I see it is he admitted it. Thumbed his nose at all of us and walked down the hall because the statute of limitations is up. Personally i've had many experiences with the statute of limitations being up and I remember standing waiting for justice and justice never came. I felt totally outraged and here we are again. Suffering yet another inappropriate situation brought on by you, sir, our newly elected mayor. And I think enough is enough. We've lost all confidence in you and no one I talk to has -- no one I talk

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to has faith in you. I've been ok yelling at the telephone when it rung and crying when it's sad and laughing when it's funny. This isn't funny. Watching the world go by and having faith that everything will be taken care of without input on my part. I've been comfortable with that and maybe i'm wrong. Mr. Mayor, i'd like to know how do parents explain this whole situation to their children? It's shameful. Personally, i'm surprised you're still here. I think you know what's right and wrong and I think you know the outcome and what's going to happen. But you could save us all a world of hurt. I mean, we're all ready -- already humiliated. But you could come out shining. You know we know that everybody's hurting financially, whether it's the city, the state. And you have the opportunity to resign now and save this city the little drop in the bucket of your income until we can appoint someone else. Save us the hassle of having to go through the recall rigmarole when you know how it's going to end. Please, i'm asking you to step down. I think I speak for more than myself when I invite you to be successful somewhere else. Aloha. [applause]

**Adams:** In the council when you want to show support for something, you wave your hands like this. Can you please read item 140.

**Moore-Love:** 139?

**Adams:** Sorry, 139.

**Item 139.**

**\*\*\*\*\*:** Can I ask for a point of order?

**Adams:** Mr. Cook, we're in citizen communication right now, sir. So we need to give -- we need to give folks that have signed up for this their due. Good morning. Welcome to city council. All we need is your first and last name.

**Tim Cook:** I'm tim cook. Thank you, mayor Adams and the council for the opportunity to speak. This is an important issue for me so I hope it falls on open ears. I'm the owner of a residential remodeling company here in Portland the small business advisory committee and asks me to share my opinion and on what's working well with the bureau of development services, specifically. Field issuance remodeling program. As you know, residential construction is a tough and highly regulated industry, which the inspection permit process can at times be the most challenging. What's challenging for homeowners is they aren't always aware that the home they've lived in more years most likely has code violations that might need to be addressed in the process of a remodel. Maybe grandpa did some remodeling and didn't follow the building codes of the day. It's also important to notice that codes change all the time. A brand new home wired with electricity only a few years ago would fall flat on its face with code violations today. There's another challenge today when you have more than one person working in a room and that's interpretation. Building code is - - depends on if the interpreter is a liberal or fundamentalist. I've found if homeowners are reluctant to purchase permits, it's not because of the cost. It's because of the nightmares that can happen when we have some of these code violations during the remodel process. What's helped our business avoid these pitfalls is the field issuance remodel program. This program has been in operation by the bureau of development services for over five years and our company is on the waiting list for almost a year and a half. The new format means the contractors can request a visit to the job site and get interpretation, however liberal or conservative, before the job is started. Once we have preliminary consultation on-site, we're able to call the same inspector back for every additional inspection and also call them at any time for advice before he or she arrives for a formal inspection, thus increasing our chances of being ready and in compliance. Let's see. The -- these inspections are not easier to pass by any means. We're just able to get consistent interpretation when we need it at the job site. The program has been a stimulus to our company and is more service oriented which gives an advantage to complete many jobs that would be too challenging with the old system.

**Leonard:** I'm going to pass on your remarks to the inspectors at b.d.s. They'll appreciate that very much.

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**Cook:** Thank you very much.

**Adams:** Karla, could you read the title for item 140?

**Item 140.**

**Adams:** Good morning. Welcome to city council.

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

**Adams:** We need your first and last name and you have three minutes.

**Victoria Taft:** My name is victoria taft and I live and work and vote in Portland, Oregon. And at this point, I would respectfully ask for a point of order to suspend the rules of protocol and allow applause if people agree with what I have to say this morning. Would somebody be willing to do that? All right, we applauded the last time I was here. I'm here to call on mayor sam Adams to resign but then you knew that. I have come on behalf of kpam listeners. So for those folks who wrote the emails and I have them here and, of course, I forwarded every one to all of you. I grew up in Portland, Oregon. I went to school here. I'm a native and this is my city. Keith and I are bringing up our girls here and they're part of the reason i'm here today. They've heard me talk on the radio about you and said, "mom, why are you so tough on sam?" because they've met you and heard me speak of you in glowing terms. We have a rapport. And I tell them i'm not being tough on sam. Merely holding up a mirror to him and say, look, you, the mayor, through your actions, distorted the image of yourself, of Portland and of us. And all with unethical probably illegal and certainly immoral actions. My kids are nearly the same age as the kid you had sex with. Those actions have reduced Portland to a punchline. Late-night comedians usually reserve their remarks for the right wing. But you're with them. Have you been looking for love in all of the wrong places. Try the city hall bathroom. We've been reduced to a punchline. You're not just a punchline, you're beside the point now. You have u.s. Senators who don't want to be in the same room with you. You have staffers leaving. You said you'd leave if it was in the best interest of the city and you're still here. Why aren't you gone? And you and your fellow commissioners aren't listening again. You said you'd be good stewards of the truth. This is wrong and you won't do anything to do what's right and tell him to leave. You're guilty, but they are more guilty this morning. [applause] because they think so little of the voters. They won't stand up for what's right and call on you to resign and you won't listen to us. It's been a long time since you commissioners have listened. And the mirror that I was holding up? See who is standing behind sam in that mirror. Those are the commissioners. Nick Fish, dan Saltzman, amanda Fritz and randy Leonard and they stand amused while you flout the law and pretend there's nothing to see here. Resign.

**Adams:** Thank you. Karla, please call the next agenda item. [applause] Sorry, go ahead.

**Item 141.**

**Adams:** Is paul here? I don't see him. All right. Shall we move to the consent agenda item? I want to pull no. 145. Is there any other items that anyone would like to pull? If not, Karla, would you please call the roll on the consent agenda items?

**Fritz:** Aye. **Fish:** Aye. **Saltzman:** Aye. **Leonard:** Aye. **Adams:** Aye. That gets us to 9:30 time certain. Could you please read the title for item no. 142.

**Item 142.**

**Adams:** Commissioner Saltzman.

**Saltzman:** Thank you. Mayor, this is the second large project to be completed under the council-adopted 2008 non-conforming sewer plan for addressing private party sewers. I believe the first one was last week and the second reading is today for the properties on gertz road. So i'll turn it over to andrew.

**Andrew Aebi, Bureau of Transportation:** Thank you, i'm Andrew aebi. Local improvement administrator and with me is matt, the project manager for the royal highlands phase 2 local improvement district. I wanted to start by showing an geographical overview. This is located north of northwest skyline boulevard. You can see it on the map. Here's a map of the l.i.d. And the

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properties petitioned in favor. The property that petitioned in favor are shaded in jean. The properties who did not tender their petition for support are in blue and the property opted out are shaded in yellow. The properties that are opts out will remain within the l.i.d. boundary but will be exempted from assessment. And the bureau is carrying an deferral and in the future, they would pay the current level ever fees to connect to the sanitary system. We had 20 properties that petitioned in favor, six did not petition in favor and the overall. By the assessment methodology of 78.2% of the estimated assessment. And under the party line sewer program, b.e.s. Is capping most of the cost of the project except for right-of-way at \$1.83 per assessable square feet. And there are four properties that opted out by the december 12th deadline and at some point in the future if they develop and connect, they'll pay the then current level of fees. This is a partnership. The estimated cost is \$391,000. We're assuming donations of easements and the estimated cost, the cost would be roughly split 50/50 between property owners and the bureau of environmental services. Just to recap past and projects in the area. There was a previous project that funded the construction of the pump station in the area and that was assessed about 15 years ago. The infrastructure is important, but unfortunately, b.e.s. Does not have full control over all of the connections to that pump station and some of the connection to the pump system are via a current private san sear sewer system in royal highlands, as council approves this, it will -- b.e.s. Will have full control. Just to recap, the current proposed project, b.e.s. Will acquire and upgrade the existing sewer and the project will enable the elimination of parallel, private and public sewer systems which is inefficient. And the existing infiltration and inflow problems will be addressed and sanitary sewer will be reduced during wet weather events and the discharge into balch creek will be reduced and reduce the risk to the existing pump station. And finally, b.e.s. Is evaluating the capacity of the existing station. I don't know if we have an exact time line when that might be expanded in the future but those costs would be paid by b.e.s. And just to close, I just wanted to show you a few pictures of the balch creek subwatershed. This project is a partnership between the property owners and b.e.s. And reduces the likelihood that there may be sewer discharges into the watershed. The pictures of which you see before you today. So matt and I are available to answer questions you might have about the project and we do have property owners here to testify.

**Adams:** Any questions from council? Commissioner Fritz.

**Fritz:** I'm noticing the price level confidence is low. And you explained last time because that's not because you design it. Who pays if it goes up?

**Aebi:** Because this is a cap cost, if any of the costs except for right-of-way goes up, bureau of environmental services would pick up those costs. If the right-of-way costs are greater, than those costs would be spreads among the property owners.

**Fritz:** Thank you.

**Adams:** Any other questions? Did you want to --

**\*\*\*\*\*:** I appreciate your support on this. It's a good project.

**Adams:** Let's go to the testimony. Karla. Thank you, gentlemen. Good morning, welcome to city council.

**\*\*\*\*\*:** Hello.

**Adams:** We need to know your first and last name and you have three minutes to testify and that countdown clock will give you a sense.

**\*\*\*\*\*:** Is it three for me or three total?

**Adams:** Each.

**Glenn Rubin:** I'm glenn reuben. I moved into this neighborhood about 25 years ago. When I bought the house, it was a lovely location. I was born by the then current owner -- I was warned that there was a problem with the sewer situation there. Those owners went on to become city attorney and u.s. Attorney. I should have listened. But there was disputes over payments and who ran the -- it wasn't a pump station, it was just a treatment station. But that sewer situation has been

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an albatross for the whole 25 years i've been there. There have been disputes with what runs the plant, whether it's current technology or not. What to do if there's breaks in the line. And that's one of the reasons we formed an l.i.d. 10 or 15 years ago to deal with the pump station that was polluting the balch creek area. We thought at the time, or those of us that lived there at the time and paid for that project, that that was the end of it but it seemed we mrs. Understood that the -- misunderstood that the lines under the street were still ours. We thought the city took over everything at the time. There's been a lot of problems even in the last 15 or 15 years with the lines.

There's been many breaks in the lines and there's been sewage polluting the area. I've personally had a break. One of my young kids came in and said the street smelled like the toilet bowl. And sure enough, there was raw sewage coming out. And I had to have that repaired at my own expense because i've got many different responses from whoever I called in the city. Yes, it's our responsibility, no, it's yours. But I couldn't let that situation go on so I spent about \$5,000 of my own money just to get that fixed and it's not clear to me whether it was under the street or coming from my yard. But I had the whole thing rerouted. There's been other breaks over the years. And squabbings between neighbors on whose feeder line is responsible for paying for the repairs of these different breaks. To me, I think it's long past we'd all like to get this thing cleared and have it upgraded and willing to pay our fair share. We already paid 10 years ago and willing to pay again. At least the majority. More than three-quarters, so I ask, please let's get it cleaned up and fixed so it's going to run like a modern sewer system should run. Thank you.

**Adams:** Thank you very much. Ma'am.

**Suzanne Klassen:** I'm susan Klassen. Moved to the neighborhood 10 years ago. I had no idea when I moved to the neighborhood that we were knee high in sewage and there were also developments that were going to wipe out the entire hill. I sort of think it's sad to look at the balch creek area and realize there are 21 houses being built above my property in an area that somehow didn't get included in the balch creek conservation area. It's been a very enlightening experience to move into a neighborhood that's -- that had a lot of contention and it's been a difficult experience. I came from inner southeast Portland where everybody was close and good friends and we loved each other and this neighborhood has been in a constant fight. Hiring attorneys and today, you may even hear from one of the neighbors who continues to feel uncomfortable about the decision about the project that's built above us and I think it carrying that into in conversation about the sewer.

They're very unrelated situations. My husband and I do support this. We both are retired teachers and don't have a lot of money to pay for this but we're going to do it anyway because we believe the neighborhood will be better offer when they get the sewer system straightened out. If anybody moves into a neighborhood, try to figure out what's going on before you move there. Although we do love living there. We're in support of having this project completed.

**Adams:** Thank you very much. Anyone else signed up?

**Moore-Love:** One more person.

**Adams:** Good morning, welcome to city council. You just need to give us your first and last name and you have three minutes.

**John Nee:** Thank you, good morning. I'm john nee. And I am a residence of this neighborhood. Been there for about five years and that's when this project really started for me. I learned soon after I bought the house about the ambiguity around the sewer system and I set out on a project that kick I quickly turned into an adventure in learning about the history of the sewer system. It consists of research and we went through lots of documents, my wife and i, learning about the history of the sewer. And speaking with residents and doing research. There were plenty of site surveys included. And did interviews with the neighbors. Some you've heard from already and who had first-hand accounts of the history and several meetings with the city. We quickly engaged members of b.e.s. To learn more about the situation and what we could do to resolve. Our first approach with a was to resolve it and see what the resolution was. We learned, number one, that the sewer

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was in good shape. We did a site survey of that. A video survey with a neighborhood funds. We passed the hat to expend that and showed a signal to the city of our seriousness and willingness to work on a resolution. We learned there were modest repairs but still sentence expensive enough that they were outside of our control and a little too aggressive that we could handle. And learned that city ownership could stand the life of the pumping system and long term, could save taxpayers to uses. The solution on the table, the l.i.d., I consider to be a propose. It's the right thing to -- a compromise. It's the right thing to do at the right time. I'm proud to be a member of the city. I think how we've come to a solution and I think that the 78% support we have is a signal of the neighbors' commitment to this process and any democratic vote would be considered a landslide. I want it take -- ask you a couple seconds to recognize a couple of people i'm grateful for Matt hickey, bill ryan, and lisa libby, all with the b.e.s. of Portland. I want to -- with the b.e.s. of Portland. I want to thank them for their service and their creativity in working with us for a solution. Thank you.

**Adams:** Thank you very much. Anyone else, Karla?

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

**Adams:** Anyone else who wishes to testify on balch creek? Any other conversation from council? If --

**Fritz:** I want to commend the staff and citizens for working on this. Obviously, it's not fun to be paying for something as basic as sewers. So thank you for your work.

**Adams:** This is a resolution. Karla, please call roll call.

**Fritz:** Aye.

**Fish:** Again, I want to echo the comments of commissioner Fritz, and thank staff for an excellent presentation. And members of the public who came to testify. Aye.

**Saltzman:** I also want to thank andrew and the b.e.s. staff and thank you, mr. nee, for calling out the staff's work. This is a project that was contentious and hopefully we'll put that to rest and give you a high-quality sewer you can be proud of. Aye.

**Leonard:** Aye.

**Adams:** John, I want to thank you for bringing this to my attention. Three years ago. When I was sewer commissioner. Very contentious and difficult issue. I also want it thank those of you that testified and worked on this and staff, andrew and lisa libby and I appreciate your willingness to compromise and work together. [gavel pounded] aye. Please read the title for item no. 143.

**Item 143.**

**Adams:** Commissioner Fish.

**Fish:** Thank you, mayor. I'm going to ask brett horner and carol read to come forward. One of the great pleasures of being parks commissioner is that you get to introduce the teams that come to us with updates of park master plans and today we'll be hearing a presentation on the cathedral park master plan. Now, I know that you're all familiar with cathedral park, but I want to make a few observations before you turn it over to our crack team. Cathedral park is an urban oasis. One of those rare Portland places with direct access to the river. The place has deep historic roots. It was originally occupied by native americans and visited by lewis & clark. Its recent history was industrial. Reportedly the location of the nation's first fly wood mill. This is truly a people's park. It was cobbled together on forgotten land. The cathedral part of the name refers to the view of the soaring arches look to many like the inside of a cathedral. First dedicated in 1980, the updated cathedral park master plan will give us a conceptual vision for the next 25 years. I want to thank kip, kathleen wadden from the Portland parks and recreation. Carol was a internationally renowned landscape architect and pretty warner and I want it thank the neighbors and stakeholders who have participated culminating in a presentation to the council of this master plan update. We're going to have a presentation. First brett is going to introduce carol. We're going to ask you to suspend the rules -- but not suspend. But exercise in your discretion. We have a busy schedule today and we

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want to make sure that the council has the opportunity to ask questions they have. And again, I want to note that while we're asking for the support of this vision on the cathedral park master plan, it's worth noticing we don't have the funds to actually do the work and that will be our challenge in the years ahead to find the money to realize this vision. A master plan is not a document fixed in stone. Between now and the time we do have the funds, we'll have the opportunity to fine-tune the plan in response to economic realities and further concerns raised by stakeholders. But today, we're presented with a vision and it's my pleasure to turn it over to Brett.

**Brett Horner:** Thank you and good morning. We're happy to present this new master plan to you, for one of the city's most treasured places. I'm going to hand things over to Carol Mayer Reed and we have Kip Wadden here from Portland Parks to answer questions at the end of the press.

**Carol Mayer-Reed:** Thank you, Brett. As you mentioned Commissioner Fish, Cathedral Park was dedicated in 1980 and it came about through a citizen effort to reclaim a piece of waterfront land and connect St. Johns to the riverfront and those of us who worked on it years ago were inspired and I think the principles and beliefs then still hold true today. I'm going to go through this fairly quickly and want to get to what the essence of the issue is today, which is the approval of the master plan. The purpose of the master plan was to prepare a vision for how the park will allow for increased use without compromising the essential character-defining features of the river and the historic bridge. It's located on the Willamette River and links the town of St. Johns to the river and it's an important destination on the Willamette Greenway Trail and part of the 40-mile loop. It contains one of two public boat ramps and it's prime recreational site in the northwest region of the river. It's book-ended by the Port of Portland. And Forest Park forms a backdrop of this beautiful bridge and the park itself. The site has a colorful history. It was formerly the first plywood mill, the Native American encampment. The landing of Lewis & Clark. But over time, the neighborhood is in a transition from the waterfront and manufacturing to a higher density infill housing and we expect this trend to continue because the city needs to accept greater density. The award-winning water pollution is to the south and a superfund site that we have high hopes for fixing in the future. And the Union Pacific Railroad bisects the site. Working with Whistle-Free in the neighborhood. Stakeholders interviews, public advisory meetings and technical advisory meetings and open houses and outreach events that took place. And this slide shows many of the activities that occur in the park. The Cathedral Park Jazz Festival. The Oregon Symphony. And lots of private events such as weddings and picnics and it has a great amount of use by individuals and groups of all ages and we truly believe it's the most photographed bridge in the city, if not the state. It's a scenic resource and yet you can see over the last 28 years, the park conditions have become degraded and worn. Signage, furnishings, ADA access all need to be updated. The state of the art and green principles need to be applied to this park and we understand the waterfront has special needs and needs to be renovated and more balanced for public use and habitat. This next picture, the inch image on the right is -- picture, the figure of a horse standing under the bridge. That was the photograph that inspired the majesty of this bridge and so engaging for the neighborhood. What we really wanted to do was revisit the park, needed to project out 25 years, and understand how we can balance the public use and protect natural resources. This is the key to the success of the park. So this program diagram is what we used when looking at all the different relationships in the park. It's called a bubble diagram. There's a view corridor of the historic bridge that forms the east-west line of the park. Shown to the public for discussion. Most agreed that the bones of the park were strong and big moves didn't necessarily need to be made but certainly updates and we wanted -- upgrades and we wanted you to see the natural resources and habitat activity and the green bubbles there that extend all the way as a spine from the waterfront through the Cottonwood Grove to the north edge to Baltimore Woods. The next slide is an illustrated -- the improvements and vegetation massing and I'm going to go through in more detail how this park lays out. And again, we haven't moved the essential components of it but worked within all of those to put the upgrades into place. The next

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diagram shows the willamette greenway trail in red moving through. And when the park was initially thought of, all those years ago, no one had thought about what a greenway trail would mean or one could possibly exist. This is a new conversation to think about the park in terms of being a destination on the greenway trail and the yellow line that follows one of the pathways through the park is an alternative that you can ride your bike or walk through on any path, but these two would be designated as the official greenway trail moving through and the pedestrian pathways are indicated in purple. We had a lot of participation in our open houses and public meetings and testimony from several people who felt it was really important to have loop paths and even level spaces in the park where they could circulate and enjoy the waterfront so we've added a few pathways and added some that help the a.d.a. Access. From the red line to the right-hand side, there's quite a bit of topography involved so getting accessible use into these spaces was important for the general users. The next slide shows the upper park improvements. There's a section on the top that you can see the topography I was just talking about. This section is taken through the performance amphitheater. A flexible new stage and permanent cover seating and expanded seating and the amphitheater bowl. More accessibility and utility for vendors. There's Crawford street running through the middle of the park and we would expect improvement to the street. It's currently unimproved but we'd extend parking and then to the left-hand of that, would be a flexible use space. A history garden. Excuse me. A restroom. An improved railroad crossing and throughout the park, we'd look at play environments that had been requested by the neighborhood so that children had more opportunity to play. Right underneath the bridge, we show an extension of an historic promenade that goes beneath the arches and at the top, we've accomplished the habitat improvements through removal of the parking lot and being able to create that activity in the upland landscape. In the next slide, the lower park improvements. There would be a new green street and pedestrian overlook. A new water craft launch and upgraded Fishing dock. In the central bowl, flexible for [inaudible] the casual use picnics as well as programmed events and activities. So if any concert venues want to use this, it would be similar to the waterfront park where they're staging and bringing in temporary facilities. It's inspirational environment. And there's a red box we have shown where off-channel habitat improvements will include pedestrian improvements and allow seasonal water to enter an existing swale and this supports the notion of habitat connectivity and see it as a great opportunity how river and habitat are interrelated and send an educational message in the park and the north part of the meadows shows more riparian planting and picnic areas and flexible use space. At last slide, the boat ramp improvements at the north side. Improvements will be made to the boat ramps. It's not as seaworthy as it was when it was brand new. It needed to be upgraded. There's safety issues with it. The restrooms and the parking lot. And one of our strategies in terms of how to balance the use of human to habitat, would be to provide specific places for people to be in the park so reinforced overlooks of the river. People want to get to the river and learn about it and not disturb the wildlife habitat. So that kind of gives you an overview of what we went through during the master plan. I'd be happy to entertain questions you might have.

**Adams:** Questions from the council? Good job. Looks great as a resident of north Portland, it's intuitively, the presentation for the first time, you can see you've involved a lot of local input in the redesign, because it looks right. Carol, thank you very much. Perhaps what we --

**Fish:** Perhaps we can go to the invited testimony and if there are any questions prompted by that, have you back. It's been a pleasure.

**Mayer-Reed:** Thank you.

**Fish:** Mayor, we've invited a number of people who participated in this process to briefly address us and I'd like to call up Jerry Williams, Barbara Quinn, Andrew Tivo. As our first flier. Jerry is a familiar face at city hall. I don't know where she finds the time to do everything she does. But in this instance, she served on the cathedral public advisory committee. I believe she was representing

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the native american youth and family in that capacity. Barbara quinn is a representative of the public advisory committee. From the cathedral park neighborhood association. Where she's the chair. And she's also friends of baltimore woods. And andrew is a representative from the cathedral public advisory committee and he's a resident.

**Jeri Williams, Office of Neighborhood Involvement:** Thank you very much. I'm jeri williams, representing the native american youth and family center, work with the leadership in native families and the program manager for the diversity leadership program in which we ask people from the community to come in and join our boards and groups at the city. That I go and represent them on a project as well. It was a great honor to do so. One thing that I think you know about me is that i'm kind of a process stickler. I tell you when I think the process is good and I tell you when I think the process is bad. And i've sat on committees sometimes for as much as 10 years telling folks the process wasn't so great. This process gets an a+. This process, folks were listened to. It was an inclusive process. What I -- inclusive process. What I observed from this particular staff, they listened to the community. That they sought out great diversity on this committee. That they asked a lot of people a lot of questions and they listened and they responded to the community from what the community said, which gives this process for me an a plus. It was an absolute joy. I've never worked on something that was so fun and great as the cathedral park master plan and the staff was incredible. Carol, especially, who had been working on the project so long ago, added an extra flavor by participating in this process as she had 30 years previous. So there was a wealth of great information. Thank you.

**Fish:** If I can comment. In light of the history of this site and the deep roots with the native american community, one of the thoughts that I think is -- we can look down the road to is whether there's a way to blend our public art with some reference to the native american tradition on that side and maybe bringing an artist from the native american community or some theme. That was something that carol mentioned to me and I think would be appropriate as we move forward.

**Williams:** Absolutely, and one of other things I appreciated was that they looked at it historically and what it meant to all of the different people who used it. From pirates to native americans throughout the hundreds of years and that's what made it such a great process.

**Adams:** Thank you. Barbara.

**Barbara Quinn:** Thank you. My name is barbara quinn. I agree with jeri. This was a great process. There was a lot of creative listening going on. A lot of solutions. One of the best citizen processes i've been involved with. I highly support this plan and hope you do. I have a couple of more oriented suggestions. Since I don't have a lot of time, i'll get right to those. The willamette greenway trail is going to be incredibly important in the next 25, 25 years. I think it's going to have growing importance and I think that the bicyclists are going to be both computer and recreational and probably be likely to use the waterfront trail as a commuter trail, especially during the week days and I noticed there's a jog on the trail at the philadelphia street turn-around that I think we're going to hear complaints about unless we can straighten it out and make it more bike-friendly. The other thing i'd like mention, I love the fact we've done tree cover in the park. That's going to melt with the other tree cover in the neighborhood. We're trying to work at preserving. Cover also involves underbrush and so if we can maybe work at underbrush, like wild currant or sticker underbrush that would be great because it would accomplish a couple things in providing critter cover and not encouraging negative stuff. So the willamette greenway trail is the main thing I wanted to mention. I think that's going to be worked out in the details but I wanted to make sure I mentioned it because I think it's going to be an incredibly portrayal in the next couple of years and the other thing I wanted to make sure about was the language of the plan and it may be somewhat open now, but make sure it's open so that if we need to do more animal restoration work in the next 25 years that we can add marshy areas and upland areas. It has a intense environmental purpose as well as a human purpose. So leave it open. Thank you.

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**Adams:** Thank you very much.

**Andrew DeVeux:** I'm Andrew. A resident of St. Johns, I found the process well supported and we got a lot of community input. There was not one negative response I heard from anybody throughout this whole process. Everybody was really excited and agreed that some updates were needed to the park. For the past few days, I've been trying to think of reasons why I too would like to see the park enhanced and I have several. But I asked my five-year-old daughter what reasons to share with you and why she would like to see the park enhanced. Her response was the playground. Followed by the festivals. So with many of the things that Carol's outlined for you, as far as what we'd like to see in the plan, that would add to making the park much more family-friendly. As some of you know, for example, you go to the park now, and want to go to the restroom, you have to walk completely to the other side of the park. That's difficult for families. But just general use of the park with the expanded beach area. The safer docks. And the other amenities that Carol outlined would be a great addition to the beautiful park with the historic and extremely popular St. Johns bridge that towers over it. Thank you.

**Fish:** I compliment you from getting constructive advice from your five-year-old in the morning. My five-year-old generally won't talk to me but he takes his cue from his sister. Is Sebastian here? A representative of the Port of Portland and he'll be addressing the cathedral whistle-free zone and Mr. Degens is a representative of the Oregon Bass and Pan Fish. Welcome.

**Sebastian Degens:** Good morning, Mayor Adams and Commissioners. I'm with planning and development for the marine and industrial division, 121 Southwest Everett. It's a pleasure to be here in support of the master plan and I'd like to complement Kip and the design team for producing a really beautiful document and creating a vibrant plan. I've enjoyed the park for years, since I came to the Portland area 28 years ago. In fact, St. Johns was my first stop. On lucky days I get to go to work using the boat ramp and spent several years developing the Toyota state-of-the-art facility downstream. Working with interested agency personnel and neighbors I've been working with a whistle-free zone to address rail noise. In the interest of time, I won't explain, I think there's background on that. But fundamentally, we've been working on the problem since 2006. Developed a plan for a whistle-free zone after looking at alternatives and a plan that we hope will be before you shortly. I'd also like to point out that a whistle-free zone is being considered for funding at the next JPAC meeting on March 25th.

**\*\*\*\*\*:** We were fortunate that the Cathedral Park Master Plan has recognized the role the park can play in addressing the current interests in the area. The redesign has kept compelling features, and the popular boat access to the harbor. But through the outreach, the plan identified and integrated all of the safety improvements for pedestrians and cyclists and the crossing the North Bradford and Pit Field Street. All of those elements of a whistle-free zone. To create a sustainable waterfront city we need to figure out how to keep opportunities to work close by and move freight and improve the liveability of the neighborhoods and do this all at the same time. It's a huge puzzle, particularly in St. Johns where the development appreciates in the Cathedral Park area on mixed use and the industrial waterfront. I think what we've got here is potentially a model for other parts of the city struggling with how to do it all. Support employment opportunity, diversify the tax base, bike to work, move cargo, have a park. It's exciting to be moving forward with the Cathedral Park Master Plan that addresses so much needs at the same time. And thank you for the opportunity to speak in support of the Cathedral Park this morning and thank you again to the Parks Bureau for involving us throughout this process. Thank you.

**Fish:** Have you figured out how to take your boat to work?

**Degens:** On occasion, we've used the boat ramp for testing and waterfront inspections and it's a great place to -- we actually have a small skiff we use for smaller jobs.

**Adams:** Thank you for your testimony.

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**Bill Egan:** My name is bill egan. With the Oregon bass and pan Fish club and a member of the Portland warm water work can group. My main concern with a boat ramp. In the last years, it's degraded. You have three ramps. The one off macadam and one at swan island which is currently down and the one at st. Johns. At low water in august and september, there's a three-foot vertical dropoff at the end of the ramp. It drops down so low when people back their boats in, the trailers fall off the other end. We've told them there's going to be lawsuits because there's damage to trailers and we were told we get sued all the time. We've been bumping our heads against the department of parks -- no offense, commissioner -- trying to get this addressed. There was grant money waiting for the city to match and improve the boat ramp. Nothing was put in for it. I talked to the marine board yesterday. They don't have any money available until july. But the deadline for requesting money to repair the boat ramp is the third of april. So it really needs to be repaired. It's used not only for industrial, but it's one of the heaviest used Fishing facilities and it's used year round by water skiers, power boats. All kinds of people. It really is -- it's collapsing about 20 feet above the end of it where the concrete is settling because it's washed out underneath. I've had odfw out there. It's something that is both damaging people's property, the boat ramp is one of the economic centers of st. Johns. It's heavily used and a lot of people buy things in the area. They stop at safeway and fred meyers. We need to get it fixed. The overall cost is probably less than \$200,000 to fix it. And i'm going to --

**Fish:** My understanding is that a commitment was made to you that once this master planning process was complete, which I hope occurs today with a positive vote, that Portland parks & rec would address your concerns. We acknowledge it's in need of repair and i'd be happy to meet with you and map out a plan of action.

**Degan:** One our comment on the 25 year plan. There's a lot of things that need to be tweaked and for the boating and Fishing community, there's a lot of things there -- there's been a Fishing pier there for the public for 30 years. The current way they've designed one isn't acceptable and we need to get with you on that.

**Fish:** We view this as a living document. It will adapt over time. Thank you, sir.

**Adams:** Thank you both very much. Do we have any citizens signed up to testify?

**Moore-Love:** No one else signed up.

**Adams:** Anyone in the room would like to testify on the cathedral park plan? Do any of the commissioners have questions or discussion with staff? All right. Then I think we're ready to call the vote.

**Fritz:** This is a lot of good work by staff and citizens and it's delightful to hear. It's actually good to hear there's still some questions to be resolved and to hear commissioner Fish say this is a living document because it will grow and change over time and we need to find funding with it. That's always been the challenge with master plans because in the past we haven't connected them with funding that's necessary and I hope we work toward the funds and congratulations. I don't know -- how long has this process been going on?

**Fish:** I was going it take it back to commissioner Saltzman.

**Fritz:** I was thinking these things don't just happen in six months or a year.

**Fish:** I get the credit at the time it's presented and also the blame. It evens out.

**Fritz:** Good job. Aye.

**Fish:** So I want to begin by acknowledging the tremendous leadership that my colleague dan Saltzman gave to this process and we heard it described as a model in terms of community outreach. So i'm proud to be building on the tradition he has started and we should acknowledge matt from your staff. If I didn't -- we share an office. I wanted to acknowledge his good work. I want to say that while I have known carol mayor reed by reputation and seen her at one time or another, this is the first time i've had a chance to work with us her, albeit in a limited capacity, but I want to say to you, carol, that I think the vision you've translated into a written document is breathtaking and

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beautiful. And I thank you for setting the bar high and thank you for helping us as a council meet a goal that we community indicate regularly but perhaps short in meeting and that is that every one in our community enjoys great parks. We know there are some areas that are park-deficient and don't get the same attention. The statement we're saying here today is that north Portland and this park deserves a world class park. As commissioner Fritz noted. There's funding. Between \$7 million and \$8 million to put this in reality and i'm charged with finding those dollars over time. Thank you for your great work. Brett, thank you for your leadership, and kip, thank you for your tremendous work. I'm proud to lead this bureau and the great people there. To the citizens, who gave so much time, all you have to do is read the documents to know how much value the citizens brought and it's nice to know it's a dynamic process where voices are heard and not just engaged and I thank you for the time you've given to give us your feedback. I have two young kids and while I don't live in north Portland. I live in northeast Portland, I have occasion to come to this park, I would say because of the jazz festival and our friends have raised some concern with the design. They have ideas they want to share with us. But in my opinion, it's also one of the most beautiful places in Portland at dusk. As the lights are coming up and the bridge begins to be illuminated and you're on the st. Johns side looking to forest, I don't know of a more beautiful setting and it's one of our historic settings as well. So as parks commissioner, i'm charged with moving this process forward and I make that commitment. But I want to thank everybody for their tremendous work and pleased to vote aye.

**Saltzman:** Well, this is a great master plan. I want to thank the wonderful employees at the parks bureau and carol mayer reed and the other consultants and the public. One of the things I take pride in as my tenure of parks commissioner was developing master plans for the property that we own that's useable but also property that doesn't have any planned public access right now. Particularly in east Portland. There's a lot of areas we develop master plans for. But this is a park that's clearly in need of care and attention. It's also I think as carol noted, a area that's transitioning from industrial root, but it has a lot more people living in st. Johns in and around the park and as that happens, the need to make the park more family-friendly is very apparent. Improving the boat ramps and the other improvements will make it a park that serves the population of st. Johns and the city well in the future. I want to acknowledge the port of Portland's work as well but this is a great mast are plan and next up, funding it. Aye.

**Leonard:** I do want to acknowledge the challenge behind reaching a consensus on a plan as complex as this. It takes a lot of hard work and so I want to tip my hat to the citizens that worked on this. The other stakeholders, but particularly the parks bureau, commissioner Saltzman and Fish. Aye.

**Adams:** Thank you to andrew and barbara and bill and jeri for your work and testifying on this. Echo the thanks to the great consultants we had and all the citizens involved. The staff. Hats off to commissioner Saltzman, who got it started and commissioner Fish who brought it home. I look forward to enjoying -- soon enjoying the improvements called for in this master plan. Aye. [gavel pounded] resolution passes. Can we do item 145 very quickly.

**Item 145.**

**Adams:** Commissioner Saltzman, you can't leave because --

**Saltzman:** Ok.

**Adams:** I wanted to pull in item today to accept a grant for nearly a half million dollars from the e.p.a., for the west coast collaborative diesel program and I want to thank the leadership of commissioner Saltzman and his staff for the hard work. This is consistent with work of commissioner Leonard on the biofuels. And it's been a collaborative partnership. And michele crim from the bureau of sustainability is here to provide a little bit information.

**Michele Crim, Bureau of Planning and Sustainability:** Good. Thank you very much, mayor Adams and fellow commissioners. The ordinance before you is to accept a grant for almost a half a

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million from the environmental protection agency for a project we're calling the Portland clean diesel partnership. And to give you briefly a little perspective. The diesel particulate matter is a very critical issue in Multnomah county and Portland. 90% of the cancer risk of living in a urban environment is directly related to our exposure to diesel particulate matter and that's one of the main reasons we focused on that. And additionally, there are hot spots. Particularly north Portland where you have the convergence of freeway and rail and industrial truck traffic that makes the exposure for folks who live in north Portland as well as downtown more significant. It started with a letter to commissioner Saltzman and Multnomah county commissioner coggan, asking the city and county to do two things. To develop a plan to retrofit our own fleet. Adding particulate filters to the exalt to clean up the equipment and asked the city and county to look at adopting a clean diesel contracting policy. Which means when we hire private contractors to do publicly funded work that we require them to meet clean diesel standards. The majority of this grant money is going to fund the actual retrofits on the equipment. About 25 pieces of city construction equipment predominantly in the water bureau and department of transportation and retrofit 19 pieces of Multnomah county equipment and retrofit about 20 pieces of private contractor equipments that being used on publicly funded projects at the city and county. So provides us an opportunity to develop a draft policy and to pilot it, figure out what's going to be -- make the most sense and be the most workable in terms of types of construction projects that are targeted and types of equipment and what kind of blend of ultra low sulfur, retrofit and idling requirements. It involves leadership from commissioner cogan and Saltzman. The city fleet. The bureau of purchases at the city and our counterparts at the county and also the Oregon environmental council, kevin downing has been helpful in this project and I look forward to working with the bureaus to draft this policy. Particularly environmental services, transportation, water and the Portland development commission to help us craft a policy, what it might look like and what projects we can identify to pilot it on.

**Adams:** Questions from the council or comments.

**Leonard:** I do have a question. Since 2006, sulfur has been virtually eliminated from diesel which was the major factor in causing the pollutants to pollute the area.

**Crim:** It's one of the reasons why we were focusing on construction equipment where the ultra low diesel requirement is not in place yet. In the calculations we did with the environmental protection agency, the use of biofuels and ultra low sulfur usage were calculated with the addition of these retrofits and that was all part of the grant proposal and it was considered in what we estimated the results to be.

**Leonard:** I would hate to put a lot of devices on vehicles that aren't having the emissions problems that existed prior to 2006 apathy vehicles we bought since. January 1st, 2008, have standards that exceed the emissions -- we wouldn't consider retrofitting any of our and apparatus.

**Crim:** Except for our heavy construction equipment do not have to meet the stringent requirements just yet. This is looking at our older fleets, and the fleet used by private contractors without the addition of these emission control devices, we're not going to see the reductions.

**Leonard:** You're looking at it on a case-by-case basis.

**Crim:** Exactly.

**Adams:** Any other questions? Thank you, michele. Anyone who would like to testify on council item no. 145? If not, Karla, please call the roll.

**Fritz:** Thank you, mayor Adams, for pulling that from consent. It's important to know we're getting half a million of federal money and the details of what the grant is going to do. Aye.

**Fish:** Aye.

**Saltzman:** Well, i'm very pleased we finally got this grant. I want to recognize amy trieu in my office, who was very excited and played a key role in getting the people at the table to work on the grant application and it's good to be recognized and i'm sure we'll do a good job. Aye.

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**Leonard:** Aye.

**Adams:** Well, I wanted to pull it to recognize commissioner Saltzman's leadership and amy's great work with what is now the bureau of planning and sustainability. And this is your accomplishment and we'll work to put it to good use. Thanks. Aye. [gavel pounded] all right. 145 passes. And that gets us to the regular agenda, I believe. And if it's -- unless there are objections from council, and I know we have to read the titles, I would like to move these back to my office. 158 and 159. The reason for moving it back to my office is given the financial situation of the city, I want to spend an extra couple of days to look through and make sure all of this is absolutely necessary. Unless there are observation objections, it will be done.

**Fritz:** One thing I was interested in in those two is what the policy is regarding the time line for replacement of vehicles like we heard from the fire engine.

**Adams:** I want to double-check see if we can stretch out. Implicit in your question is what I want to double check. Given our deteriorating revenue picture. [gavel pounded] so move back. That gets us to 160, I believe. Could you please read the title for item no. 160.

**Item 160.**

**Adams:** Good morning, welcome to city council.

**Jeff Baer, Director, Bureau of Purchases:** Good morning, mayor Adams. I'm jeff bayer with the department of purchases and with me from the department of parks and recreation. And we're here to seek a contract with nutter corporation, who is a contracting firm in the amount of \$2,166,610 and sand are a is here in cases there's questions about the project. And a couple of facts about the process we went through and did a competitive bid process. It was very competitive and we received six bids on this particular project and all of them came under the \$2.6 million estimate and as I noted here, we're awarding it for \$2.1 million. They did have 18.1% minority women and we're looking for two additional divisions of work, subcontracting, so we're expecting that number to rise slightly.

**Adams:** Did we -- we have zero participation of minority enterprise. Did we get any bids from minority contractors that are qualified and not selected?

**Baer:** I know they received some. I don't know the reason why off hand. I have to look through this real quickly. What it looks like is that the prices for the m.b.e. Subcontractors came in higher.

**Adams:** But you have an opportunity with further subcontracting to try and improve the award to minority business enterprises.

**Leonard:** Just because you raised that, mayor Adams, i'm curious how small businesses can committee with larger businesses if we just traditional award to the lowest bidder.

**Baer:** The way it works, commissioner Leonard, is we require them to do a good faith effort requirement. We identify the division divisions of work for subcontract opportunities as part of the solicitation package and they're required to contract the emerging small businesses and we provide a list of firms to contact. It's a solicitation for subcontracts to the esbs.

**Leonard:** I get that. I was asking how does one that is a small business owner ever end up getting picked given the economies of scale with the larger businesses that get picked? Do we somehow take that into account? Do we have the flexibility?

**Baer:** If we were to do an alternative contracting method, which would be the traditional construction manager or the design build process, that's where we could use an evaluation process which requires an exemption before the council to approve thankful this one, we did a traditional low-bid process.

**Fish:** The mayor has charged me with doing the update of our diversity study in terms of contracts, commissioner Leonard, I think you raise a good point and one of the things we'll be looking at -- at some point soon we'll come to the council for a recommendation for selecting an consultant vendor to help us undertake the study. But we're interested in the tri-met, and housing authority of Portland

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and other jurisdictions to see how they've done it. And your point is particularly resonant because the housing development in the last year opened a new development where I believe the participation was roughly 40%. They worked aggressively with Walsh construction and there were opportunities for entrepreneurs who actually live in some public housing. So we're going to look at those create I have ideas and I appreciate your comments.

**Leonard:** Great, thank you.

**Adam:** The other thing, the local business enterprise designation that would give, where law allows, give opportunities to provide r.f.p. -- potential points to locally owned businesses. So -- but the disparity study is our single best opportunity to be able to be more flexible in answer to your good question.

**Baer:** I would add, we'll look at those barriers that exist to small businesses.

**Leonard:** Thanks.

**Adams:** Any other discussion?

**Fritz:** I didn't see the confidence level for the accuracy of the bid.

**Baer:** I believe the original -- it's a level of confidence, says optimal.

**Leonard:** It's in there.

**Adams:** And it's -- [inaudible] I'm not sure having developed that policy, whether it could be optimal.

**Leonard:** That's what it says. I read it in the document.

**Baer:** It's in the document.

**Adams:** So this is a guaranteed maximum price?

**\*\*\*\*\*:** I wouldn't say that.

**Leonard:** It's optimally guaranteed. [laughter]

**Adams:** Reasonable people can disagree, but I think this is rated high. Optimal would be a guaranteed maximum price.

**Baer:** It's been a while since I've looked at the criteria for what optimal means. I think it's really close to fully designed work and we've got a hard bid contract knowing there are things that occurred during the project that could inflate or deflate the price.

**Fritz:** The reason for my question is that the bid is almost a third of the maximum price. And I would not want to see ongoing amendments adding more and more to -- so it went back up. I'm hoping that's not going to happen.

**Fish:** Portland parks & rec would not like to see that either. It's likely to come back before council if it does and we would incur the wrath of my colleagues.

**Leonard:** I can be confidently assured.

**Adams:** You're in parks, right?

**\*\*\*\*\*:** Yeah.

**Adams:** It sounds like the legislative intent of the council if this creeps up over the \$2.166 million price that we would like you to come back to council.

**\*\*\*\*\*:** However, we always as you know, hold out a 10% construction contingency. There are some items we're looking to enhance the park a bit because it came in so low. It's p.d.c.'s funding and we want to make this neighborhood gets the best park it can for the dollar.

**Adams:** You can imagine those words are like fingernails on a chalkboard to us.

**Fish:** I was at a recent neighborhood association meeting and there were some concerns raised about whether we had put child-friendly amenities into this park. I would -- under this current scope of work. I think my colleagues would too.

**Leonard:** Well said. And we should reward good behavior. And you've gotten good prices. I don't want the message to be here that we're criticizing you at all. If it takes another 10%. I appreciate your work.

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**Baer:** In the bids we've been receiving in, we've been getting a lot more aggressive bids from contractors.

**Leonard:** Yes.

**\*\*\*\*\*:** And I think it's because of the economic climate that's going on right now.

**Adams:** Thank you both very much.

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

**Adams:** Anyone signed up to testify on this? Would anyone in the room like to testify on item no. 160? All right. Karla, please call the roll.

**Fritz:** It's very good to be seeing a contract for the park in south waterfront. I was on the planning commission when it was just a twinkle in various people's eyes and good job on the contracting. Aye.

**Fish:** I'm pleased we're under budget and moving forward and the next announcement we'll have at council is the name for the new south waterfront park, which just to heighten drama -- I will withhold. Aye.

**Saltzman:** [inaudible]

**Fish:** And the rules are that you have to be dead for three years. There was a request of a living community leader and I told him we'd have to arrange for his early demise or he'd have to leave the country and be declared dead by his insurance company and then we could name him and then he could come back.

**Saltzman:** It's great to see the money here and see the park become a reality. This is unlike st. Johns. St. Johns is a neighborhood in transition. South waterfront is a new neighborhood and needs a neighborhood park and I want to thank parks for doing great work. Aye.

**Leonard:** Aye.

**Adams:** Thanks for your work. Let's try to get the m.b.e. Numbers up. But I appreciate the work thus far. Aye. [gavel pounded] item 160 is approved. Could you read the title for item 161?

**Item 161.**

**Adams:** Commissioner Fritz.

**Fritz:** I'm excited to bring this to council. It's one of my promises from my campaign and life as a citizen. The code currently says we can have evening meetings the third wednesday of the month. And what this code amendment will do is allow flexibility so there could be night meetings wednesday and thursday as a continuation from the regularly scheduled wednesday morning meeting and it's only allowed by motion of the council and has to have three members attending and requires a two-week window to have due notices and require additional evening meetings by my colleagues and the staff. The virtue of it, of course, is that it will allow working people to attend meetings especially on issues of concern to neighbors. So i'm -- as I say, very excited to bring it and I ask for your support.

**Adams:** Anyone to testify? Or anyone presenting?

**Moore-Love:** No.

**Adams:** First off, any discussion or questions from council? Do we have anyone signed up?

**Moore-Love:** No one signed up.

**Adams:** Anyone in the room who would like to testify on item 161? Then it's an emergency ordinance.

**Fritz:** Yeah, and if I might explain why. There had been suggestion that we would do the columbia river crossing in the evening and that's why -- an personal knowledge emergency. It would be nice to have the flexibility to do that and that's why i'm asking for support so it can go into effect immediately.

**Adams:** I'd ask Karla to please call the roll.

**Fish:** I'm pleased to support this and when I have the opportunity to address neighborhood associations in the evening, I also see different kinds of people. People I don't usually see at city

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hall and I think acknowledges that people who have day jobs or geographically remote from downtown or have other challenges don't find our calendar for day meetings convenient. We do get a different mix and different kinds of testimony when we do evening sessions. The last time we did an evening session, I got a who criticized I ate during the meeting. I will say that we've had outstanding evening sessions. Again, with people who testify who often don't get a chance to when our meetings are held during the day. Commissioner Fritz, thank you for your leadership on this and I understand we're giving us the flexibility on these meetings. Which I think is appropriate. Aye.

**Saltzman:** This looks like a good idea. Thank you for bringing it forward. Aye.

**Leonard:** Aye.

**Adams:** I too, want it thank you, commissioner Fritz, for making this a common sense change and look forward to more council meetings in the evening. [gavel pounded] item no. 161 is approved. Please read the title for item 162.

**Item 162.**

**Fritz:** In 1859, Harry Green was given the authority to operate a gas system in Portland. Northwest Natural has operated within Portland for almost 150 years. We were able to develop a modern franchise agreement that helps the city and Northwest Natural better serve the interests of Portland residents. The franchise reflects the city's energy policy and delineates rights and responsibilities of both parties. It outlines the respective responsibilities of both parties for addressing any issues that may arise over the next 20 years. Thanks to Commissioner Saltzman for prior leadership in this office leading up to this agreement and our franchise office. Sandy Hart of Northwest Natural and Mary Beth Henry the city are here to answer any questions the council may have. Did you have any other comments?

**Mary Beth Henry, Office of Cable Communications and Franchise Management:** I would like to thank Ben Waters -- Walters and Christine Leone for their work in the negotiations. And the franchise fee estimate for the current fiscal year from Northwest Natural is just about \$12.5 million.

\*\*\*\*\*: Thank you to the diligent work on behalf of Mary Beth and Ben and for Commissioner Saltzman's help on this in getting us to this point. It was a lot of hard work, and we appreciate where we're at.

**Saltzman:** Didn't we do this last year in.

**Henry:** The ordinance that we brought forward in November was the settlement ordinance which approved the settlement the audit, and now we go through the franchise project.

**Saltzman:** This is an historic moment in its own right. I want to thank Northwest Natural for entering into this franchise agreement. I happened to be looking through your 150th anniversary report, really fascinated by the historical photographs. I was surprised to find that Northwest Natural actually had the original water system for Portland.

**Adams:** Hopefully not through the same pipes.

\*\*\*\*\*: [laughter]

\*\*\*\*\*: You never know.

**Saltzman:** I'm sure at some point that was transferred to the city of Portland water bureau. Anyway, thank you very much.

**Adams:** I'd like to highlight section 5.2 and your willingness -- Northwest Natural has been a great costeward. When you put the streets back together, you do so in the highest quality manner, so I want to recognize Northwest Natural for that. 5.2 is the guarantee to the city, and I know you're working to extend this and strengthen this as a warranty to the city taxpayers that, when we have a contractor on behalf one of our franchisees that open up the street and do a poor job that we can go back and fix it at the expense of the franchisee. I don't think we'll ever have to use it, but your willingness to meet that high standard, as transportation director, I very much appreciate.

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**\*\*\*\*\*:** Thank you. We pride ourselves on our work.

**Adams:** Anyone signed up to testify?

**Moore-Love:** No one signed up.

**Adams:** Anyone in the room that would like to testify? If not, I think we're ready to call the roll.

**Leonard:** Passes to second reading.

**Adams:** Sorry. Getting too excited here. Passes to second reading. Thank you. Would you please read the title for item 163?

**Item 163.**

**Adams:** Commissioner Saltzman?

**Saltzman:** Thank you, mayor. This allows the bureau of environmental services to move on to the pump station. Dan betz, dean marriott, and bill ryan are here to answer any questions on this. This is a critically important agreement, which is why it's an emergency as we move forward with plans to replace the main sewer.

**Dean Marriott, Director, Bureau of Environmental Services:** Good morning, mayor, members of the council. I can be very brief or I can say nothing at all. It's your call.

**Adams:** Well, for the record, because this is such an arduous project --

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

**Adams:** - I think we both worked on over the years, just for the sake of the record, if you could sort of go through quickly what the issue is? Because it is complex and arduous.

**Marriott:** We've been working very diligently on this project for some time. This began in 1999 and 2000 when we set out to replace the five aging pump stations in southwest Portland that were in need of replacement. We decided at that time, after careful study, to consolidate those five stations in one location, the new fanno pump station, which actually is in Washington county just outside of the border of Portland. To do that, we had to build a pressure line to pump the sewage that flowed downhill to that pump station, back up over the hill to Portland for treatment. It is that pressure line that we have had a problem with. Since we put it in service, it has failed on several occasions, including a couple of times in which we were quite concerned about the public safety. As you know, a pressure line is under pressure and, when it bursts, it can cause a dangerous situation. After several of these failures and repairs, we shut the line down last spring to do a comprehensive evaluation of the line from beginning to end. After that comprehensive evaluation, we decided last fall to permanently shut the line down, that it was frankly not salvageable. And we decided team bark on a replacement at that point. In doing so, we -- when we shut down line down, we needed to extend that flow from about 900 households. This agreement you have today sort of memorializes that and formalizes the relationship. If during heavy rainfall we overwhelm their system, it's clear the process for determining who will be held accountable by the state department of environmental quality is laid out, clearly delineated. It also describes what our responsibilities are to control the flow, minimize the flow, and to alert them as to when the situation requires their assistance. So those are the kinds of things that are laid out in this agreement. What you will see shortly coming to you is a series of contracts for -- to complete the design of the work and to authorize the construction of the replacement which will take place starting this summer, we hope, over the next three years. After that period, we'll have the new system back up and operating and we can put this chapter behind us. I will say we're not used to coming in front of city council talking about systems that don't work. The city is in the process of litigating against the designers and contractors of the pressure line. It's not the kind of project that we normally are in front of you describing, and what we're trying to do now is make the best of a bad situation. We did not want to continue to try to operate a system that frankly could be unsafe. So, with that, i'd be happy to answer any questions you have.

**Adams:** Questions from council? All right. Do we have anyone signed up to testify on this matter? Thank you, folks.

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**Moore-Love:** No one signed up.

**Adams:** Is there anyone in the room that would like to testify on item number 163? Emergency ordinance. All right. Unless there's additional discussion by council, please call the roll.

**Fritz:** Well, as dean marriott said, this is not an unusual situation or one we like, but I appreciate it coming to council so we could get an explanation. It is a \$5.2 million contract, so it's a significant expenditure, and it's definitely necessary, so aye.

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

**Adams:** I want to thank you for your work on addressing this difficult situation. Expectations on minority contracting, women-owned contracting, emergency -- emergent small businesses still apply, even though it's an emergency, and I know you embrace. Hawaii. Please read the title for 164.

**Item 164.**

**Adams:** This is a second reading. Vote only. Could you please call the roll?

**Fritz:** It's so delightful to hear from the property owners and realize we are providing basic services in this area of northeast Portland. Aye.

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

**Adams:** Aye. Item 164 is approved. Please read the title for item 165.

**Item 165.**

**Adams:** This is a second reading. Would you please call the roll?

**Fritz:** Aye. **Fish:** Aye. **Leonard:** Aye. **Saltzman:** Aye.

**Adams:** Aye. Item 165 is approved. Please read the title for item 166.

**Item 166.**

**Adams:** Commissioner Leonard?

**Leonard:** Thank you, mayor Adams. Mayors potter and Adams have both asked me to oversee a project that would create for the city a new emergency coordination center that the office -- the Portland office of emergency management would move to. We identified the site most appropriately in the vicinity of the current bureau emergency communications, and we have, as part of that process, acquired six or five -- is that the total amount of properties?

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

**Leonard:** We've acquired all five properties now, some of which were occupied through voluntary negotiations. Immediately adjacent to the south of boec, eventually the plan is to have an enclave that would be secure from anybody but employees of the Portland office of emergency management or of the bureau of emergency communications and, as you will hear from david shaff, employees of the Portland water bureau. When we started this project, we were in a different economic climate. As conditions in our city, state, nation, if not the world, have changed, we recognize that at the bureau of development services, because we depend completely on permit fees to keep our employees working, we were having a precipitous drop in permit fees. Paul came to me earlier this year with a plan that we thought at first would require laying off about 25 employees. Instead we sat down and worked on a number creative strategies to keep people working at b.d.s., encouraging people to take buyouts and whatnot. I hope the council will consider this. Knowing that the water bureau was leading this project to relocate the security stay out there, I asked them to contact paul scarlett and instead of doing what we would traditionally do, which is contract out to a design firm to design the project, we were actually going to use current b.d.s. staff that are trained as architects and engineers to do this project. The short version is that seven people that would have otherwise -- seven positions that would otherwise had to have been eliminated are now kept working for a year because of the willingness and creatively of the water bureau and paul scarlett to employ those folks to design this project. What was once about \$1.7 million budgeted for the design of this project we think will come under substantially below that. Overall discussion here today is to approve going forward on the project, but I certainly want to acknowledge the outstanding work of david shaff,

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paul scarlett, and both of their staffs and being as creative as they have to do more than just one thing, that is build a project, have it be done right but also, in these hard economic times to, keep people working.

**David Shaff, Director, Portland Water Bureau:** As usual, my boss has said everything that I was going to say.

**Leonard:** Sorry.

**Shaff:** We're discussing how we're going to move forward on designing that facility. I'm sure you're all aware we have a woefully inadequate emergency coordination center for a city the size of Portland. The water bureau has its own emergency operations center, and it works out of a mobile trailer. We also have our security staff of 22 people who work out of a mobile trailer. And this facility, when we rebuild it, will replace those mobile trailers, put the water bureau's emergency management staff and the Portland office of emergency management staff out at the 911 facility and a state-of-the-art facility will also relocate our security staff and, as a side benefit, provide security to the boec facility as well. It will include, as I said, staff for those three agencies' offices and staff space, also provide emergency operation center facilities to the water bureau, poem, p bought, and Multnomah county. It's being designed and build so it can be expanded up yards -- upwards in case there are others interested in coming to the facility as well. This is an important part of moving this piece along incrementally to eventually building the facility. The second aspect of the project is the one that randy just described, and that's how we're going to design the facility. We're proposing a unique approach that will take advantage of the skills and expertise of the b.d.s. staff. We're anticipating approximately seven full-time equivalents for approximately a year. We'll be taking advantage of architectural background, structural space planning, landscape design. These folks at b.d.s. will be part of the design team that will take the project up to completion of plans and construction specifications. And at that point, we hope to have identified the resources necessary to build the project and move us along. That's really about all I had to say, and I don't know if paul had anything to add to that.

**Paul Scarlett, Director, Bureau of Development Services:** Good morning. I mainly just want to echo what commissioner Leonard said and david shaff and how excited we are to be part of this process to assist in development of this e.c.c. building. Certainly the benefits for us, we're very excited that we're able to, in a creative way, provide the assistance and also benefit in helping save some positions. We are in some financial struggles with the economics of the city and the nation, and this is one of the ways, through ongoing deliberation and just thinking out of the box, we've come up with a solution that will be beneficial on a number of fronts. Andy peterson is the division manager for the permitting and plan division section of b.d.s., and he's the one that's really been very involved in the detailed discussions between the commissioners' offices and water bureau. We want to thank andy for his work. We're excited to be part of this process. We've had good communication, some good ideas, and everyone's been receptive to these proposals.

**Adams:** Anything you'd like to add?

**\*\*\*\*\*:** No. Just here to answer any questions you might have.

**Adams:** Questions from council?

**Saltzman:** Who bears liability for errors and omissions in the design?

**\*\*\*\*\*:** Hm. Randy?

**Shaff:** We will have our structural engineers, our architects working for b.d.s., so they have be the ones that actually stamp the drawings.

**Saltzman:** So the city has liability.

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

**Saltzman:** Is that a good thing or bad thing? I mean, I know when you hire design professionals, they have errors and liabilities coverages, and we're just saying we're going to absorb any errors or omissions?

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**Shaff:** I think it's akin to the attorneys who work for --

**Leonard:** I see michael sturges jumping out of his seat.

**Saltzman:** Finish that statement. Who was saying that?

**Shaff:** I was. I think it's akin to attorneys working for local government. They don't -- they're not covered under professionally ability fund as a private attorney would be. So I think that the city is accepting its own liability for mistakes that it makes.

**Saltzman:** Ok.

\*\*\*\*\*: I think this is really fairly simple to do. It's just, as you say, outside the box, and we've learned with commissioner Leonard to do things outside the box. The exact details of liability we'll have to work out when we vet the contract. But ultimately the contract will go out of the water bureau and I sign the drawings so they'll meet everybody's standards. That's the best thing I can say about it.

**Saltzman:** That's with the plan specs.

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

**Saltzman:** I think david shaff gave me a good answer there. So our city attorneys, in fact, are covered by the city for any liability issues that arise? We're asking our attorney here.

**Linly Rees, City Attorney:** We hope so.

\*\*\*\*\*: We do not maintain professionally ability insurance which this will be in the private sector.

\*\*\*\*\*: And each of the drawings -- the drawings are stamped by the relevant professional. For example, the electrical engineer will have to contract for that, and they'll stamp it and stand up for their errors and omissions.

**Saltzman:** I appreciate the novel approach here, but I guess the other thing I openly wonder about is a potential conflict of interest. You have the same people who inspect and sign off on construction drawings, in this case actually doing the work in the same bureau.

\*\*\*\*\*: We've actually talked about that. That was one of the first things we talked about. B.d.s. will have to manage it to see that the individuals actually working on the design are not reviewers.

**Leonard:** That's right. They will be separated from the inspection notices.

**Fritz:** You're not assigning the contracts out?

\*\*\*\*\*: We'll do that --

**Scarlett:** We typically do the inspections.

**Fritz:** It would not be hard to inspect the work.

**Leonard:** They probably would look for opportunities to find them.

**Fritz:** Do the folks who are going to be doing this have businesses on the side designing? Do they have -- is this what they do for their work?

**Scarlett:** They have maintained their certifications as architects. I'm not sure how much -- what on-the-side businesses they may be involved in, but they're very expert in designing varieties facilities. Andy knows more about this.

\*\*\*\*\*: Several of them that have been identified for this project continue to -- have come to the city recently. Some them have worked on some of the major projects in town. As far as structural engineers, we have probably one of the best staffs in the country for structural engineering. They continue to do work and review work that is relevant for the country.

**Fritz:** Right. But reviewing work is different than designing it.

\*\*\*\*\*: The folks that have been identified to work on this have only come from the private sector within the last 3 years or so. They're design professionals, current in what's going on. They maintain their structural engineering stamp. Some of the recent projects they've done -- one of the engineers actually did the 9-1-1 building out there before he came to work for the city. Others have done ohsu buildings on the hill that are again critical functions, critical buildings that need to be

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maintained. That staff member has been with the city or two, two and a half years. So they're current in the design philosophies of the marketplace.

**Saltzman:** They are all licensed architects and licensed engineers?

**\*\*\*\*\*:** That's correct.

**Saltzman:** In good standing.

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

**Adams:** I don't know if you can answer the question, but what's the estimate or guest mat on what we're saving here by doing it internally?

**Shaff:** I don't know that we've figured that out yet, partly because the original estimate was made sometime before the changes in the economy. So we're anticipating that the bids that we were expecting should be coming in quite a bit lower than before, and of course we're taking a lot of work -- we're using b.d.s. for a lot of that work.

**Adams:** I'm sorry. I didn't ask the question well. How much in what would normally be contracted out but retained inside, do you have an estimate?

**Leonard:** We're using seven people full time with benefits. That would equate to somewhere around a million dollars. We got \$1.7 million early on, so I think we'll conservatively going to save a half million dollars.

**Adams:** Thank you. Any other questions or conversation?

**Fish:** I want to just acknowledge that, in the ordinance, it says that any contract that the commissioner in charge and auditor may execute must comply with the city's professional, technical, and expert service contracts process. I believe that is in effect our insurance policy here. I'm also reminded -- you don't have to go into any great detail on this -- that the city has used other processes where they have contracted out these services and resulted in significant litigation. We don't have to go through those. I'm not persuaded there's an inherently bigger risk of doing it this way versus a more conventional way provided, in the negotiations and drafts of the contract, the kinds of issues that my colleagues identified or addressed. I am confident they will --

**Fritz:** Could I ask you, commissioner Fish, a question about number 8 in the ordinance? It says that competitive and fair selection procession will be utilized in selecting the design consultants. I don't understand how that would happen.

**Shaff:** Well, we haven't decided who that would be. You're authorizing me to put a request for proposal out on the street to bid for the professional services that we will not be able to --

**Fritz:** Oh, I see.

**Shaff:** That we cannot utilize through b.d.s.

**Fritz:** It says in number 6 that -- it says in number 6 --

**Shaff:** As mike mentioned, we don't have an electrical engineer who we can rely on, so we will be using electrical engineers. We will be looking at whether or not b.d.s. has the ability to do the c.a.d. drawings. There are a number of things that b.d.s. may or may not be able to do for us, so that's what this design firm would be doing for us, filling in the gaps that we have with b.d.s.

**Fritz:** And it says that there's a memorandum of understanding. Would that be coming back to council?

**Shaff:** Between the water bureau and b.d.s., I don't think we planned on that, no.

**Saltzman:** And how much will the consultant -- what's the estimate for the design professionals?

**Shaff:** Our original consultant was -- our original estimate was between 1.5 and 1.9 million. Now, obviously we haven't put anything out on the street and have a much more narrow scope. There has been an estimate that we would save as much as a million dollars. We have to wait and see what the bids come in and what we end up having from these folks that are going to fill in these blanks that we'll have with b.d.s.

**Saltzman:** With all due respect, I appreciate the novel approach, but i'm not comfortable today voting. I want to see some more information. I want to see answers that -- in writing about the

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questions i've asked about liability, about the total budget. I mean, i'm hearing in one case we're putting a million dollars worth of b.d.s. employees, but we're still looking to spend one-to-one .7 million on design services?

**Leonard:** No.

**Saltzman:** I'm just saying i'm not comfortable moving on.

**Leonard:** You didn't hear that right. That's not what they said.

**Shaff:** Our original estimate for the design of the building was between 1.5 and 1.9 million. The scope of this particular contract will be much more narrow than the original scope, and that's because we will be using architectural, structural, space planning, and landscape design expertise from b.d.s. So I can't tell you exactly where we're going to end up from a bid standpoint partly because it's a more narrow scope, partly because the economy has changed to the point that our 1.5 to \$1.9 million estimate may be significantly higher than it would be today. So it's hard for me to nail it down exactly how much we will save, but we do anticipate some significant savings, because we're going to be using in-house staff, existing resources to do the lion's share of the work.

**Adams:** Your estimate is that the in-house costs, you said, are around a million dollars, more or less?

**Leonard:** I said that. He didn't say that.

**Adams:** A guesstimate, an estimate of a million dollars. And then what do you estimate what you're bidding out in a much more narrow scope and better contracting? Do you have a sense of what you will pay for the outside contracted services.

**Shaff:** Not yet. And part of that is that this is a fairly unique piece. We're going to put a much more narrow scope out on the street, and we will see what bids we get back. This is a pilot, if you will, and we will start to discover more when we get the bids in a.

**Adams:** You'll know, when you get the bids back -- you'll be able to compare your original estimates to the inside and outside costs, so there will be a point when you'll be able to move from we hope to save money to we know we're saving money.

**Shaff:** Exactly.

**Fritz:** I want to go back to the underlying question the building, and I want to stress that I support building this new building even in these tough economic times. We should be moving forward on that, and I appreciate commissioner Leonard looking at ways to do that more effectively. I question -- it says that the project has been down sized to a one-story building.

**Shaff:** Yes, although it will be designed and built so that the second story is easily added.

**Fritz:** I would like that to be reconsidered. I think it would be much better to use the two-story building with a shell than to put the roof on and have to take it off again.

**Leonard:** With all due respect, we have been working on this project for six months and have looked for ways to save costs. What we concluded was, in numerous meetings and numerous technical discussions, that the most efficient way to build this building, to keep the cost down at a time when we don't have all the money even yet to build it is to design it in terms of its foundation and its walls to be structurally sound enough to add a second story at some later date, for instance for a 3-1-1 center for some other purpose but that it would save millions of dollars upfront not adding the second floor immediately. So I appreciate the questions, but we've spent a lot of time working on this project, and these questions have been thoroughly vetted and discussed. If you want to ask about that, i'm happy to sit here as long as you want to ask questions, but it isn't as though we haven't thought of this stuff.

**Fritz:** Let me rephrase my question. I would like some more information, because I do share commissioner Saltzman's discomfort with moving forward with this emergency ordinance with the amount of information that I have before me. And part of --

**Leonard:** Specifically, what information would you like?

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**Fritz:** I'd like to know more about why the six-month process decided to build only a one-story building.

**Leonard:** I just told you the reason. It costs millions more to add a second story.

**Fritz:** I want more information on that.

**Leonard:** You have to give them a question to answer.

**Fritz:** Just to finish that thought, things have changed in the last couple of months, and the federal stimulus package and various other federal money might -- this is the perfect kind of project for getting federal money for an emergency center.

**Leonard:** And we've asked for that.

**Shaff:** Just within the last week, carmen merlot submit ad request for a grant of a million dollars to help provide seed money, if you will, to pay for the facility.

**\*\*\*\*\*:** Ty reminded me, when we started out with all the bureaus participating in this, putting in basically a needs list and then we got the square footage off of that and started off with a \$25 million building, which is not atypical for these kinds of buildings around the country, and everybody looked at that cost and, at the time, we were considering doing something together with Multnomah county and an existing building they had, and all that was available at that time was about 10 million. So ty and commissioner Leonard challenged us to get this thing down to what do we need to build that will do the job, and then we can expand it later if the need arises. And we spent a few weeks working on that and chewed it down to about 15 or 16 million, I think is the price now.

**Shaff:** We don't have the commitment from any other participants. We have poem, the Portland water bureau. Multnomah county emergency management is not committed to being a tenant in the building. We don't have a tenant like the 311 call center. So what we have tried to do is come up with a solution that meets our immediate needs and enables us, positions us to be in a position to have that facility expand if indeed Multnomah county decides it wants to house its emergency management staff there. If there is a 3-1-1 call center that's eventually funded, we will have that capacity. That's why the design includes the mechanical structures off to the side, not only top of the building. So we've thought through. We originally were looking at building the second story as simply a shell and building that out, but again the money is not there.

**Fritz:** How much would that cost?

**\*\*\*\*\*:** The total building, with everything in it, was about 26 million.

**Fritz:** What I'm asking is how much it would cost for the shell.

**Shaff:** I'm going to have to get back to you, commissioner, because I don't remember that.

**Leonard:** Let's pull the emergency clause, pass it to second reading, and then, if you can get the information requested today by commissioner Saltzman -- well, to everybody.

**\*\*\*\*\*:** Yeah.

**Shaff:** Errors and omissions. Right?

**Adams:** If I could just sort of -- I appreciate the suggestion by commissioner Leonard. Let's go -- let's note the questions that you have that commissioner Leonard and his team can get back to you. You'd like information on the cost of just doing the second floor shell. Are there other questions you have?

**Fritz:** I'm looking for some more comfort on the permitting issue and how city staff can permit stuff that other city staff has designed.

**Adams:** In terms of comfort, would that look something like a protocol -- internal protocols?

**Fish:** Can I make a suggestion?

**Saltzman:** I've got some questions also.

**Fritz:** I need more understanding good how -- about how this process goes through the permitting.

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**Fish:** So my history with these two brothers is that, when something shows up on the agenda that I have any question or issue about, I schedule a meeting in my office and get a briefing. I'm hearing two colleagues that say they have some concerns. I think they may be able to identify all their concerns on the record now or may not be able to. I would encourage that we strip the emergency, put this vote on it, put it over to a second reading. If there are specific issues that the team come in and brief the commissioners who want the issue and whatever that information is shared gets shared with the rest of us and we have the benefit of it. I'm proposing that out of respect for two colleagues who may not be able to put every concern on the record at this point.

**Adams:** They both expressed an interest to have questions on the record, so I want to give them a chance to do that.

**Saltzman:** I'm still not comfortable with the issue of errors and admissions. I share the concern of commissioner Fritz who spoke of one arm doing the work and the other arm inspecting it. Finally I'm a little concerned about what the checks and balances of cost on the design. There's no such check and balance, I guess, thumbed scenario. While I appreciate it's a novel approach and appreciate the intent, I still do worry about the checks and balances of what stops it from being a design from nowhere.

**Adams:** Anything you want to note, commissioner Fish? I think that approach has a heck of a lot potential, and I appreciate the questions today, and I think -- I know that commissioner Leonard and you all are happy to get answers to them. I'm very intrigued and start out very supportive of this approach and the opportunity to save money and keep our folks working in the meantime, so commissioner Leonard any final thoughts?

**Leonard:** Just to emphasize the point, we are not undertaking this approach to save money. We're undertaking this approach so I don't have to hand seven people a pink slip July 1st. So I would appreciate people thinking about that as they reach their conclusions. And I'm more than happy to build a second story if you can identify how I'm going to do that. If you can identify money for us to do that, we would rather do that, but we don't have enough money right now to build the first story. Show us how to get there, and we're more than happy to do it.

**Adams:** Unless there's additional council discussion -- is anyone signed up to testify on this issue? Thank you, gentlemen.

**Moore-Love:** I did not have a sign-up sheet.

**Adams:** Is there anyone in the room who would like to testify on item 166? If not, this will be held over for --

**Leonard:** I'd like to move to remove the emergency clause.

**Adams:** Do we have to vote on that?

**Leonard:** Yeah.

**Fish:** Moved.

**Leonard:** Seconded.

**Adams:** Any council discussion on that? Please call the roll on item 166.

**Moore-Love:** This is the amendment to remove the emergency clause?

**Adams:** Correct.

**Fritz:** Aye. **Fish:** Aye. **Leonard:** Aye.

**Adams:** Aye. Emergency clause removed. Move to next week's council meeting. That gets us to, I believe, item 167. Karla, can you please read the title?

**Item 167.**

**Adams:** This is a second reading, vote only. Karla would you please call the roll.

**Fritz:** Aye. **Fish:** Aye. **Leonard:** Aye.

**Adams:** Aye.

**Fish:** Mayor, just a point of clarification if I could? My understanding with respect to 166 is that the questions which our colleagues have framed at this hearing will be addressed in writing and

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shared with all of the commissioners. And then, if there are any individual meetings with bureau directors to get additional briefings, that information will be shared with us.

**Adams:** So noted. We are adjourned until 6:30 p.m. tonight where we will be meeting at the midland library at 508 southeast 122nd avenue. We're adjourned. We're in recess.

At 11:42 a.m., Council recessed.

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**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.

**FEBRUARY 18, 2009            6:30 PM**

**Adams:** The 6:30 session of the Portland city council on february 18th will come to order. Karla, will you please call the roll.

[roll call]

**Adams:** On behalf of the city council, we are very pleased to be here tonight and especially for the reason in terms of putting together east Portland action plan. This is in part a testament to my predecessor tom potter who worked with chair wheeler and then Oregon speaker and now u.s. Senator jeff merkley to address in a more planful way and pointed way and in partnership with the residents of east Portland. On the way in, and on the way in, one of our fellow citizens commented, hopefully now east Portland will be on the -- east Portland will now be on the map. [applause] as you all know this plan addressed short term opportunity and long range strategies as well and it's the first step of many steps this city council intends to take to help you together. We will face east Portland's challenges and achieve its potential. We have some invited testimony and after we get a quick staff presentation, and then I understand from Karla we have about 20 people signed up. Ok. And so has everyone signed up that wants to testify? Make sure you do that. Where do they sign up, Karla? Right outside the door if you haven't signed up we will take testimony based on order in which people sign up so I encourage you to do that. Karla, will you please read the title of tonight's item.

**Item 168.**

**Adams:** Thank you, Karla. Is senator merkley. Is on his way. We will get him up here just as soon as he gets here. In the meantime if joe zehnder would come forward and barry manning from the bureau of planning and sustainability. And why don't we --

\*\*\*\*\*: We have seats here. Ok.

**Adams:** Yeah.

**Joe Zehnder, Bureau of Planning and Sustainability:** Thank you. I'm joe zender with the bureau of planning and sustainability. And I wanted to briefly introduce the east Portland action plan. This is a product of the district liaison program and it represents a different way of doing business. Similar to what you saw on cully concordia. We had a convening role here across a broad spectrum of issues and interests. I wasn't about land use and physical development exclusively or even in the majority eight way. It's similar to cully concordia but it's more ambitious but similar to that other, the cully concordia strategy. Its successful implementation but it's more that. It's also other government agencies and service providers, citizens and business organizations all have a piece to implement this plan. With that I would like to turn it over to barry manning who is our lead on the project to lead you through the plan.

**Barry Manning, Bureau of Planning and Sustainability:** Thanks, joe. Barry manning with the bureau of planning and sustainability. I have got a presentation here that will walk you through a little bit of the background, how we got started in the plan, some of the issues that prompted the need for the plan and then just a touch on the planning effort itself and then some of the implementation outcomes that were moving forward with the council's special appropriations so without further ado I will start the presentation for you. Gun, as mayor Adams pointed out the east Portland action plan was conceived as a partnership between Portland and Multnomah county

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convened by former mayor Tom Potter, chair Ted Wheeler and Jeff Merkley. It was to look at improving livability to address challenges facing east Portland and that's defined as the area you see to the right, the shaded area that includes the Gateway and Lents Center, primarily east of I-205 and includes Lents and many of those areas were most recently annexed into the city of Portland over the 1980s and 1990s and they share some common opportunities and challenges as well. Just in terms of background, I wanted to mention that planning bureau through the district liaison program had conducted the east Portland review which is a study of growth, change, demographics and livability issues in east Portland. We wanted to do a little truth checking and fact checking on some of the anecdotal information we have been hearing for a number of years. I am going to walk you through a number of issues we uncovered as part of that project. We took this report in a presentation format to the planning commission in 2006. And they have seen these issues as well. And these act as the spring board and foundation some of the actions that are in the action plan. I will walk you through some of this. By the way the east Portland includes growth in trends and highlighted 10 top 10 list, full, of issues that are affecting east Portland. So first of all east Portland's population is growing at faster rate of the city overall. Between 1990 and 2000 it grew at 16% compared to Portland at just over 8%. Based on the trend information that we had it's projected to grow faster than the city overall in the future. It's also becoming more racially diverse in Portland overall at a faster rate. So east Portland is changing pretty dramatically. The study area in east Portland -- by the way this encompassed a broader area that included areas out to 82nd Avenue and Brentwood-Darlington. The study area we looked at had a higher percentage of children and seniors than Portland as a whole and 19 and older is agreeing. That's a distinct difference between inner Portland neighborhoods where that number has recently been shrinking. In outer Portland the number grew about 9,000 in the period from 1990 to 2000. That growth and change is challenging schools in east Portland. We have heard a lot about that recently. With substantial enrollment growth particularly schools in the David Douglas School District which experienced a 27% growth rate between 1996 and 2006. Those children tend to speak multiple languages and there's an increasing amount of poverty in the area. Those are some of the challenges we see and these maps reflect that. This map you are looking at right now shows where free and reduced lunch students are. So you can see some concentrations there. And this map shows where kids that are English language learners are concentrated and you can see, I wish I had brought a point here but I will use this instead there's some concentrations primarily on the east side of the district at Alder School and Glen Fair School near the Max Light Rail line. Why all of this change? East Portland experienced a significant amount of growth and development. The east Portland study area had absorbed 49% of all Portland single family residential development units from 1996 to 2006. That's a substantial number. And a lot of that's concentrated in the south end of the district south of Division Street. And then you will also see they have experienced quite a bit of growth in the multifamily area. 33% of all Portland's multifamily units from 1996 to 2006. And again, these are concentrated in areas where we might expect it. Oops. Sorry. Around Gateway and along light rail stations but also interestingly around the 122nd Avenue here in Powellhurst which I will be circling with the mouse pointer here. So quite a bit of development. A lot of that new development is frequently incompatible with existing neighborhoods. Site planning doesn't work or they lack quality of design and street facades we like to see to create a sense of community in the area. Even some of the developments that are subject to our design review standards in east Portland propose challenges because of the lot sizes out here. Neighborhoods, new development can change the character of a neighborhood and create impacts. As part of the Outer Southeast Community Plan, in order to achieve metro growth management goals, we did some strategic zone changing, and have it's resulted in changes in development in neighborhoods that sometimes create impacts to neighbors. So here's an example of a neighborhood that was rezoned R-2 at one point in time. Looked a like this in 1996 and is looking like this in 2006. So quite a bit of development impact in

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particular places changes the character of the neighborhoods and that's a concern to folks. East Portland lack a lot of infrastructure to accommodate growth. There's a need for local and arterial street improvements out here. We lack sidewalks in many areas. There's challenges to environments for pedestrians. And with a high population more people are walking and biking in east Portland. Transit use is increasing as there's a more transit dependent population. We have pretty good bus service. Fewer north and south routes. This works well on weekdays but when you look to offpeak times there's a lot less service available in east Portland to serve folks that may be more transit dependent. Community safety concerns are on the rise. The Portland police bureau has a high volume calls in the east precinct as you may well know. There's been a recent improvement in the level of crime. It's been declining which is good news but livability crimes like vandalism and drug crimes are up. New development in the area is lacking, resulting in a loss of trees that people value here so areas that look like this have the potential to look like this. Change with infill development and look a lot less green. There's not as much opportunity for trees and landscaping and those types of developments. Growth and population creates demand for parks and recreation. We have some great developed parks like ventura park but a lot of parks in east Portland remain undeveloped. And finally, east Portland has three urban renewal areas, airport way, gateway and lents town center where job and growth are expected to happen and the east Portland community would like to see more jobs locally to serve the community. But significant amount of investment will be needed to make those jobs happen. We have about 50,000 jobs here in the east Portland area. As of 2004 and by 2030 metro projects we ought to have 99,000 jobs in the area we have a gap of 40,000 to fill so that's a big number. Based on all that information and the prompting of now senator merkley and working through commissioner Leonard's office we initiated an action plan to address these issues and get on top of them. This is a committee was formed. It was convened again by tom potter, ted wheeler and jeff merkley. The e-pap committee included elected officials including commissioner Leonard and ted wheeler and robert liberty and neighbors from the east Portland area, business folks from the east Portland area, knopp profits that work -- nonprofits and agency representatives from odot and tri-met sitting on the committee themselves. It was augmented by a technical advisory committee with those participants on it and it was staffed by the bureau of planning and sustainability with the aid and assistance of a really crack consultant team of deb and stephanie who did a great job. The e-pap committee defined livability and action and that's defined in the action plan and they brainstormed action items that were in response to those items. They prioritized medium and long term items and used a special appropriation I just mentioned. The action plan itself is based on vision pdx model of categorization of five different topic areas, built environment, environmental issues, which include things like parks and natural areas, economic issues, which range from mixed use development and commercial areas to job creation, things of that nature, to learning which includes school issues and social issues which includes community safety and a range of other issues. The way the action plan was developed was the committee and work with staff to draft the action plan but I would like to say it was built from the bottom in in that the way the questions were framed given what you know about east Portland by living here, doing business here, by hearing what we have learned about it, what would you do to improve livability in this area? And the committee actually generated a lot of those ideas which blended in the action plan. The staff job was to take those and sort them out by topical area. So action items individual action items are rolled into strategies. So improving the quality of infill development might be a strategy and the actions might be create new design regulations for multifamily development. So that's the nature of it. Each of those action items has identified potential lead role in partner so those are the folks that are most likely apt to start the project. Identify if there's capital funds required for it and then again, it also identifies level of effort required. Some of them are a lot of effort created by a team of some of them less effort and the time frame which ideally, that type of an action would take place. And I want to state up front

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that the committee understands that not all of the actions can be done because of budget constraints and there's a limit to what can be accomplished but this is an idealized action plan where things could take place and get things moving in a realist I can time frame. Some of the outcomes of the action plan we initiate Toledo early actions as part of the initial budget allocation to do the effort. We conducted a strategic targeted graffiti abatement plan. We went out in four days and did wipeout graffiti using resources to do that. We initiated a public safety messaging program we like to call the it's ok to call program. And that's based on the notion that community policing is a partnership between the police bureau and the neighborhoods. We are doing a handout in municipal languages so we can communicate to the public more effectively they need to participate and they are an important part of that relationship. And then the east Portland neighborhood office has been working with cross cultural and neighborhood community building by doing additional outreach through action fund planning. Another outcome was through the process four key principles for improved livability were identified. They underlie the plan. The first one is mitigate negative trends. That refers to addressing the crime issues. One that was topical were the incidents that were happening around east side MAX stations. That was very important to the community to mitigate those kinds of negative trends so positive trends can follow. Another is to attain and sustain equity. There was a sense that east Portland starting off from a deficit in terms of some infrastructure, the area was formerly suburban and sometimes exurban place that didn't have as much infrastructure as many parts of the city that there's a need to actually build some of that, get it in place so there's an equitable amount of investment from the public sector in east Portland. The third is building on community assets and connections. We discovered a wealth of community assets and they want to be recognized and utilized to the best extent possible and participating to those decisions. And then fourth capitalizing on east Portland's place in the region. This notion is east Portland at one point in time was the edge. Portland region. It's no longer the edge. It's really closer to the center than one might think. So it's already absorbing a fair amount of growth and development. So it needs consummate investment. Right now I am going to go to how we prioritized the action to get to the list we are implementing with this special budget appropriation. We looked at all those action items and went through a process that prioritized the issue areas, filtered through criteria as this kind of funnel-shaped diagram shows and ultimately identified top actions. We share those not only with the committee but also with the public, in an open house and ultimately ended up with a list of seven actions to implement with the special appropriation and I will show you those now. The first is expanding the store front improvement grant through the commercial areas. That's the action item and the way that's going to be implemented is, a portion of the special appropriation will be directed to store front improvements on southeast division street from 122nd avenue to the city limits. The second one was creating an advocate position to seek funding for livability improvements in east Portland and helping neighborhood associations and groups participate more effectively. This would be city position housed out of the east Portland neighborhood office and would work with agencies to try to implement action within the east Portland action plan and also see grant funding for things, opportunities that present themselves out there and also to manage projects such as underrepresented outreach in east Portland. The next one is to continue planning and promotion of the gateway green open area which is the area between -- 205 and I-84 currently undeveloped. The planning effort would allocate a portion of funds for preplanning work that would help that process along. Apparent land use project is initiating a project on television and foster in -- this is the area that's absorbed quite a bit of new development over the last 10 years. In fact, over 200,000 units have been built in Powellhurst. We would like to look at ways to create 20 minute neighborhood vision by the Portland plan, improved the quality of development in the area and get a better balance and try to create a community that the neighborhood can relate to in that area. A portion of the funds would be used to provide a match for the Portland bureau of transportation to initiate Powell Boulevard street improvement planning.

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These are two shots at Powell Boulevard east of I-205. Powell Boulevard is an owned facility and these funds would be used to match a transportation growth management plan that the Bureau of Transportation is applying for. And I believe -- not quite finally, schools were a topic and a topic of interest to a lot of folks. The funding has been short but a portion are allocated to create three median island crossing improvements paired with a crosswalk and curb extensions to improve crossings for kids and the community more broadly, at three key locations within east Portland. And this is an example of one of them that's on 102nd he have right now. I think this is the final one right now. I apologize if there's another slide coming. The final action would be to put together a small grant fund for east Portland action plan implementation. This would be through the east Portland neighborhood office and could go to a number of smaller projects identified in the east Portland action plan. So this would provide an opportunity to get more actions accomplished in a fairly short period of time. So finally, I want to touch on how we might measure success of this plan and I have got, we have some ideas we thought about. We felt the action plan would be successful if it leverages private investment in the storefront improvements, matching that grant investment was a big deal for the community. They wanted to spend this money on things that would actually leverage other investment. If it initiates over 20 actions with varied lead roles. If it increases participation of underrepresented communities and as I said earlier this community is becoming increasingly diverse. A neighborhood in civic activities. If the action plan was able to obtain outside grant funds for projects in this area and finally to increase east Portland's participation on Portland committees, boards, and commissions, really bringing them into the fold of planning and interests. And then finally we also felt the plan would be successful fit results in increased satisfaction in these reports, neighborhood livability, and quality of new development. So with that, I will conclude -- oh. The most important thing. Tonight we would like you to adopt the east Portland action plan. [laughter] yes. Sorry about that. We have an amended resolution for you tonight to consider and again, it's a touch stone for projects and budget, bureau and agency programs and an advocacy tool. Thank you. [applause]

**Adams:** And we have got two of the three original conveners of this. Our great new U.S. Senator Jeff Merkley and county chair Ted Wheeler if you would come on up. [applause] good evening, gentlemen. Glad that you are here. Senator Merkley, thanks for all your work on the stimulus package to get more federal assistance to Main Street, not just Wall Street. Really appreciate it.

**Chair Ted Wheeler, Multnomah County:** I have been asked to lead off and so I will. First of all, Mayor and members of the city council, I want to thank you for considering the adoption of this report and I want to welcome everybody to the Midland Library. It's one of Multnomah County's crown jewels, one of 17 libraries that we have throughout Multnomah County. And I also want to urge you to adopt this report, to accept it, because there happens to be more exit other than the one that way. [laughter] and so my quick advice would be just to take the gamble about it. I would like to start by thanking my co-conveners, Senator Merkley and former Mayor Potter for their leadership. This would not have happened without their considerable interest in this subject and their desire to both allocate specific resources to the outcome of this project as well as insist that we be held accountable in our progress on the action items. The most important thing, of course, tonight is to acknowledge the committee members who spent a considerable amount of time and energy on this report that you have before you. From my perspective the most important thing I learned throughout this process wasn't that it's just about issues. It most certainly is about issues. It's about items. It's about problems. But really what it is, it's about community and pride. The people who sat on our committee repeatedly said, despite the numerous problems that were illustrated in the original survey, as well as the issues that were raised throughout, that there's no other part of this community that they would rather live in. And so I was heartened to see that. They talked about a unique community, a thriving community, and one that they are justifiably proud of. But there's also another side to this story. And that is there has been a long standing negligence towards issues

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of inequity that resulted from a long history, as everybody in this room knows, east Portland, until very recently was unincorporated Multnomah county. And as a result, when it was brought into the city of Portland a number of years ago, the services were already relatively low level relative to urban standards. And so i'm pleased to see that there's this strong commitment on the part of all of us to bring those equity issues to the fore, around transportation, around green spaces, around job creation and economic development, around lomb improvement grants, educational outcomes, public safety, and other issues that are very important. There's no mistaking the fact that there are important trends that make east Portland unique in the city of Portland, most notably the migration of families with children, the migration of poverty, as well as the increasing diversity of this neighborhood. Those can either be challenges or they can be opportunities. And the way that the action plan group worked together, they took these issues and they have made them into opportunities but it's up to us to be able to support and fund those opportunities to make them a reality. There is obviously a series of deep challenges but the strong sense of community identity and strong sense of pride. I would just like to close by saying this is without question the best example of civic engagement I have seen. Granted, my political career only spans a little over two years. But the measure by which I am judging that statement is the fact that when we got to the end of the planning process and the citizens behind me had served their term, a number ever them said, you know what, we are not done meeting yet. We want to stay. We want to continue to meet as a group, we want to continue to address these issues, we want to continue to make sure we hold our elected officials accountable. We want to continue to support new ideas from our community. So in that respect, I think this was a raging success, and I would strongly encourage you to support and embrace the work that they have done just as we at Multnomah county have strongly embrace and support the work that they have done. Thank you very much, mayor and city council.

**Adams:** A lot of people thin room when I say thank you to you, I don't know of a chair who has spent more time and more hands-on focus on east Portland than you have. So I know a lot of people join me in thanking you.

**\*\*\*\*\*:** Thank you, mayor.

**Adams:** Senator. [applause]

**Senator Jeff Merkley:** For the record, u.s. Senator jeff merkley. And it is an absolute delight to come and testify before you tonight. I want to just reflect a little bit on my journey as it relates too this part of the city. I grew up here just a few blocks away. My family continues to live a few blocks away just about eight blocks from here. And it was with some frustration in the mid '90s that the community was annexed into the city. And I say frustration in that there was not yet the type of dialogue that I think has been realized through this action plan. There was, I think I can say on behalf of many citizens in this area, a sense of the annexation was more about pulling additional taxpayers in the district than it was about being kind of full members of the city. And also a recognition that when planners are downtown, they look out to the east, they see mount hood and they say mount tabor but they don't necessarily see this part of the city beyond 82nd avenue which stretches out for really another five miles. And that it would take, there were two courses that could be pursued, and one was simply one in which this would be a rather isolated or perhaps neglected part of the city. But a second was to become engaged and ask the city officials to become deeply engaged. And I think I first started talking to then mayor potter and members of the city council about engagement a number of years ago now, three or four years ago. And I must say that the three members of the commission who were on the city commission then, randy Leonard and sam Adams and dan Saltzman were all very, very receptive and supportive. So thank all three of you for your substantial support and decision to really help address this area. And commissioner Leonard, I wanted to particularly thank you for drafting the early resolution and diving in to help weave through the official check points, if you will, en route to forming a process and a plan to go forward. I think this conversation has dramatically changed the tenor of the relationship with this part of the

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city with the city council. All of you have spent much more time out here. You have become more knowledgeable about the issues. Of course, commissioner Leonard came from out this way and had a broader sense to share with you all. And I think I thank you, I thank you for that commitment. And I want to really praise the folks who have invested so much energy in this process. Barry Manning, who I thought his presentation just now was an excellent, excellent overview and reflects how much effort he put in to working with the citizens in east Portland to understand the complex dynamics, the changing housing situation, the public safety issues, the multilingual challenges within these neighborhoods, et cetera, the many dynamics at work. The transportation issues and so forth. And I wanted to thank the members of his team who facilitated, Deborah and Stephanie, who were really appreciated the work that you did. And the commissioners team that was appointed throughout planning department did a superb job. The citizens who were appointed have really traveled a long adjourn knee. When you think about the fact that 160 ideas were put forward to sort through to try to wrestle with the top priorities and boil those down to a few key items, and I think the set reflects the engagement of citizens in that conversation. So I'll just conclude by seconding the recommendation of chair Wheeler that this be adopted. I deeply appreciate your support. I appreciate you holding this meeting out here in east Portland tonight. And I look forward really to be of whatever ability I can bring to assist in the future with issues here or at this point anywhere in the state. You might be interested in. So thank you so much. Thank you to members of east Portland action planning team and I do urge adoption.

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

**Leonard:** Senator Merkley, before you leave, I feel compelled to say publicly that obviously all of Oregon is proud to have you in the U.S. Senate and all of Portland is but particularly those of us in east Portland. We couldn't be prouder than to have you represent us. Thank you. [applause]

**Fish:** As the fourth most senior member of the council, if I could add something, senator, first of all, thank you for agreeing to host the reception after this hearing and we look forward to joining you and your wife. But one other point, I believe that it is a rare for us to have a U.S. Senator testify before city council. And it is a great honor. And so number one, I want to thank you for that. And number two, in the midst of all the other things you are doing I also want to observe that in a part of city where homeownership is vital to our continued success, thank you for your work to deal with the foreclosure mess. Thank you for the federal leadership to get us additional dollars to intervene and help people keep their homes and as the housing commissioner of the city of Portland, thank you for the leadership that you and senator Wyden have given us on that issue. [applause]

**Adams:** So we have five coveted chairs up front here. And one back here for those of you that need to sit down. We are going to take, we've got some members of the community committee members here that are going to be invited to testify and then we will get to the sign-up sheet. So this is the order that I have been given. I hope it's the proper order. Bob Earnest and Mike Van Der Vein. Good evening. And welcome to the meeting of the Portland city council. You will have an unlimited amount of time to go on as long as you want as long as it's within three minutes. So go ahead.

**Bob Earnest:** Thank you. Good evening. My name is Bob Earnest. I have lived in the Gateway area for 12 and a half years. Prior to that we lived in the South Tabor area for 22 years and I was raised in the Woodstock neighborhood where my parents continue to live to this day. I am a member of the east Portland action plan committee, chair of the Gateway urban renewal program advisory committee, served as a board member on the Hazelwood neighborhood association, and volunteer at the Cheer Blossom senior center. My job also brings me to the area working with seniors. East Portland is a good place to live, rich with community pride. We have a diverse population, probably unmatched by any area in the city of Portland. Our schools serve a diverse community. Parkrose district and David Douglas district are within the boundaries of the east Portland action plan. Both districts have award winning programs contributing to the education of

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our children. East Portland has also have portions of centennial district and reynolds district, both of these districts add to the area pride. We also have a portion of Portland public schools in the lents area providing education to a diverse neighborhood. East Portland is a place as an area rich with neighborhood pride. We have the crown jewel of public golf courses, glendoveer. The springwater corridor and pole butte are neighborhood. The leach botanical gardens are almost a secret. We would like that to be better known but keep ate secret anyway. With the acceptance of the plan and funding for implementation all of Portland will become aware of or neighborhoods. Our livability issues and the pride we have for east Portland. We will continue to build on the strengths we have in east Portland. We honor our past. We look forward to the future plans for east Portland. Mayor Adams, city commissioners, thank you very much for visiting us this evening. We hope to develop ongoing dialogue with each of you to assist in carrying out the plan goals. Thank you.

**Adams:** Thank you very much. Good evening.

**Mike Vander Veen:** Good evening. I'm mike vander veen, member of the east Portland action plan, member of park lane church, hazelwood neighborhood association and among other things an americorps maybe member works as an assess based community development coordinator. Randy Leonard, amanda Fritz, sam Adams, dan Saltzman and nick Fish, I welcome you as a working body that serves all of Portland. In particular I thank you for making a special effort to be here in east Portland tonight. My prayer and hope for tonight is that you feel good about being here to discuss ways to work at bettering east Portland. We all have stories that led up to tonight. Mine starts back in 2001 when my wife and I and our two daughters began looking for a home. We moved to the cherry park area of hazelwood in july of 2002. My family is one of so many that never envisioned living east of -- living in east Portland but got here based in part on availability of affordable homes. The next phase of my journey started shortly after I started working part time for park lane church. Park lane church was challenged to become a better community partner. We were asked would anyone in the neighborhood cry if you moved away. I responded by attending centennial community association meetings as a representative of the church. Where I method wonderful community members like ron and janet clemonson here tonight, patty hicks, tom lewis, jeremy o'leary and many more. I helped park lane church start a meth awareness day when I meant even more caring members including arlene kimura and east Portland crime prevention coordinator. I joined the partners for safe and liveable east Portland where I met jewel dewelch of lents and others working to claim a better future. That's where I met barry manning such a wonderful advocate for east Portland. Cutting to the chase here, little by little my involvement in civic life of east Portland has grown. It started from absolute zero in 2005, and in the pan of about three years I find myself here tonight. Membership on the east Portland action plan committee was and continues to be very big growth thing for me. Every group I participate in with every relationship formed has built me up as a person. The east Portland community has enabled me to be here today. In 2005, I have little to say in the setting but today I want to tell you why I have chosen to invest my personal time and energy into the east Portland community. I believe in building community in a community building way. I believe that the east Portland action plan is a model of this. You could have decided to study the issues from the area outside, and come in with outside experts to help fix it. But you understand 9 real solutions happen through the efforts of real people. I hope that through sharing snapshots of my personal journey with you tonight, that you understand that we are real people in this process. Guess i'm going to wrap it up with I urge you to adopt the resolution and that we focus on building community in a community building way.

**Adams:** Excellent testimony. Thank you both. [applause] so our great metro councilor robert liberty and karen Fisher-graves, wonderful superintendent from parkrose. Is karen here? Yes. Good evening. Welcome to the city council meeting. We just need your first and last names and you have three minutes.

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**Karen Fisher-Gray:** Karen Fisher-gray. And I have been superintendent of the parkrose school district for the last year and a half. Go broncos. I am here tonight to just say a little bit in support of one of the action plan items. And that is to have someone here based in east Portland to be kind of staff. The reason that we put that into the plan is because we need someone to be based here to really keep this momentum moving forward with the east Portland action planning. This position is stated in the plan, would allow for partnership development and right now we are all about leveraging and partnerships. Also it's to continue to develop resources for east Portland. In addition I just wanted to speak just a little bit with regards to, of course, education. We have truly unique schools in east Portland with truly unique school districts. Each of them has something very special. One thing that we do share is a huge array of diversity and immense poverty. We are developing programs for our students and for our families to be involved more in schools with their students. Developing livability and sustainability in east Portland supports the healthy development of children and families in east Portland and I think that's what this plan is aimed at doing. We have great schools here and we want everyone to know it. So one last thing I would like to say is, just a shoutout to barry manning. He has been so fantastic in meeting with us every single time, even in my little office space last week as we are still kind of working out our strategy, there's barry. And I feel like he is just a hero to east Portland. So thanks a lot, barry. [applause]

**Fish:** May we do a shoutout to your students? A lot of impeach know but let's put it on the record. You competed in the we the people competition, a national competition around civic literacy and the constitution. The parkrose high school team competed against lincoln and grant, and lake oswego and other high schools. And when it came time to pick the outstanding teams in the two of the six sections for the evening, parkrose high school team was selected the outstanding. And I can tell you in the team that, in the section that I had the privilege of judging with some other people that night, it was the highest rated team of the evening. How about a round of applause for the high school students.

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

**Fish:** Congratulations.

**Adams:** Councilor. Oops.

**Metro Councilor Robert Liberty:** Robert liberty, metro councilor. I represent part of east Portland that runs from glendoveer golf course south of halsey to 112 and the clackamas county line. It was my pleasure to serve on the east Portland action plan advisory committee and part of the pleasure is getting to know more of the community leaders who are smart, talented and positive. And that's -- that is a tribute to the city of Portland and a rare contribution, a full part of the city of Portland. Of course, I support the resolution but I am here to talk about the long range picture and the regional picture. As you heard from various presentations, this part of the city has gotten a lot of growth, more than the pearl, more than south waterfront combined. And it's performing a very important regional role in having housing available for families and for newcomers to the region who have modest means. And I think that the city of Portland will do well to appreciate the fact that east Portland really is of regional significance and deserves regional attention as well. Just this afternoon, I came from a discussion at the metro council talking about urban reserves, which are possible urban growth boundary expansions and we know from research that we have done that the cost to providing infrastructure for those expansions at the edge ranges from a low of about \$59,000 -- \$59,000 per dwelling unit in expansion area of that's not coffee creek, I am trying to -- I can't remember them all but from \$twine,000 up to \$114,000 a dwelling unit for an area in clackamas county, \$104,000 for coffee creek near wilsonville. What if just \$20,000 per dwelling unit hack invested for the 12,000 homes built since 1990 in east Portland? That would have been a quarter of a billion dollars of investment to go along with the 12,000 housing units. So looking forward, I think, and I had a communication as you know with bruce warner at Portland development commission, about analyzing what could happen if more money was invested in east Portland.

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What would happen with the jobs and the housing? The growth is already coming. Just matching with investment would make this a successful part of a successful region. And I believe I already know from talking to our modelers every dollar invested here is a better return than a dollar invested at the edge. But we are coming to some decision points at the metro council this year and next year. And having p.d.c. and the city of Portland make a case about why this is a good invest I think would be a wonderful way of looking at a more ambitious agenda for east Portland. And I think that's appropriate. Because the success of our region is really going to be best measured by what happens in east Portland more than any other part, I believe. This is the most challenged place, and the great thing about it I think is it can make east Portland a successful region with its successful part of the region with its own character, not replicating another place. But given its diversity, its development patterns it can be its own place and distinctive. I hope you will have your enthusiastic participation to demonstrate the benefits from a regional perspective of much more significant investment to east Portland because it deserves to be a successful part of a successful region. [applause]

**Adams:** And thank you for being such a vocal advocate for east Portland and the regional role as a metro councilor. It's really good. Thank you both.

**Liberty:** My pleasure. Thank you.

**Adams:** Next we have state legislator jefferson smith. Did I see? And jean demaster from human solutions. Welcome to the city council meeting. You just need to give us your first and last name and you will have three minutes.

**Jean DeMaster:** My name is jean demaster and I reside at 15821 in the wilkes neighborhood and I also welcome you here to east Portland and thank you very much for coming out to the midland library tonight. I am also the director of human solutions which is a multiservice agency which serves east Portland as well as east Multnomah county. I strongly support the east Portland action plan and advocate for its adoption because its purpose is to promote livability. The challenges which we face in east Portland will become increasingly difficult and more importantly increasingly costly if they are ignored and left alone. The east Portland action plan seeks to mitigate negative trends, build on existing communities assets and capitalize on economic opportunities. The services that human solutions touch the lives of over 30,000 people in east Portland every year. The low-income households that we serve seek the same things as everybody else. A safe place to raise their children, a community that promotes a healthy lifestyle, encouraging self sufficiency and economic independence, neighborhoods that are attractive and businesses which thrive. An investment in the east Portland action plan, an investment in east Portland creates an opportunity for all families to succeed and to thrive. Low-income families will be significant beneficiaries if the strategies of the east Portland action plan are put into place. From thomas gilbert to lents to glen fair, russell and wilkes in neighborhoods on the north, the east Portland action plan calls for an increasing amount of safe and decent housing and no one wants that move than the people that we serve at human solutions who don't have that now. Vital and healthy multiuse community and commercial areas are also key to improving the economic well-being of everyone. The east Portland action plan also celebrates diversity in our community because it celebrates the range of cultures and languages that are here. It recognizes diversity as a strength and builds from it. But probably the most important thing to me about the east Portland action plan is its emphasis on learning. There's no better way to escape poverty and homelessness than education. We know that education is a key to good jobs and good jobs are the pathways out of poverty for low-income people. If you look at Multnomah county as a whole, 51% of the students get free and reduced lunch but in david douglas, 70% of the children get free and reduced lunch. In parkrose, 63%. The percentages are much higher in this area of east Portland. Our goal is for the east Portland action plan to be adopted, its strategies to be put into place, and its strategies I believe will lower the level of poverty and lower the level of homelessness in the east Portland area and I urge your adoption. Thank you.

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**Adams:** Representative?

**Representative Jefferson Smith:** Thank you, mr. Mayor. Thank you, council, thank you to the committee, also to senator merkley who was here a moment ago. Economy to say thank you and also please. As many of us have talked about before and I know is not news to most of the impeach in the room, this community, the community stretching from 82nd avenue east is the greatest chance for failure in the city of Portland at the turn of this century. I think also our greatest chance for opportunity for those of us who come to this work as I believe describes every member of our city council with a desire to impact social justice. Let me say, I don't come with my pleas coming thinking that I come at a glass house from a house of iron. I just left salem where we will be slashing budgets that will disproportionately affect this community that are dispropessionally serve by the services we will be gashing. At the same time, while I want to say thank you to all the people that have been working so hard on this, an even though we probably all know this, for the record, at least, let some of us say, it is not nearly enough. This district, legislative districts is number 3 of all districts in subprime mortgages. We are the one place where at least as of several months ago the one place where tri-met crime was increasing. 73% of david douglas students are on free or reduced price lunch. Nearly all of the unplanned low-income housing is located in 82nd and east. To make matters worse I should acknowledge they just trade the house speaker and our current u.s. speaker for me. [laughter] that resonated more than I had happy hoped. It came to me and I know turf wrap up time, it came to me when I visited a transportation forum that mayor Adams hosted where they had a map of high accident intersections. I counted 31 stickers on that map, 21 of them were 82nd and east. And I know that if you overlaid on that graph a map of let's say income, let's say crime, let's say disengagement from our civil society all those graphs would match up. And my last 45 seconds, let me offer a few ideas at least for the record. When we are designing communities we should look at porches that worked in irvington. We should make our our low-income housing is placed on purpose. We could make sure that our max line is as safe as possible, perhaps by look at flexible ticketing and transit greeters. We could look at building a new building in the district with urban renewal funds and thank you for the council's leadership on that matter. We could look for local business main street projects. We should put emphasis on civic engagement and we could build a sense of places so that this community is not merely the place you go in between but also a place you go to. I should close not because there is no more to say but because there are others to say it and to close let me say thank you and please.

**Adams:** Thank you, representative.

**Leonard:** I need to say that I have known your family, your dad specifically, for 35 years. Joe smith. You come from good stock. You are as people are learning a very articulate and powerful speaker, and we have every expectation for you to meet the mark that's now senator merkley as left in this district.

**Smith:** Thanks very much for making it almost certain I will disappoint. [laughter]

**Adams:** You are now getting two speakers who are forces in their own right, arlene kimura and nick sauvie. Welcome to the city council meeting. Glad you are here. We need your name and you have three minutes.

**Arlene Kimura:** Thank you very much. My name is arlene kimura and I am the president of the lay sellwood neighborhood association. Thank you all very much for coming out here. My task was on the list of things to do was to talk about how the action plan has impacted neighborhoods. And I actually think that in terms of the neighborhood association, it was even a bigger impact because we found that there were people who were not part of the neighborhood system who were just as passionate as we are about the whole livability issue with east Portland, about crime. And as it was pointed out the community decided to stay together. At least some of us. Because we know that the passion is there, and we wanted to have this continue. I do want to thank you everybody for giving us this opportunity. The one piece that I feel has been very, very clear is that community

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building doesn't happen because somebody decides that they are going to take a class. It's one person at a time. One group of people doing an activity, and I hope that by implementing the action plan strategies, we can continue to be inclusive in our activities. There are a number of groups who are english language learners, and we have not quite figured out how to get them involved. But, you know, sometimes the kids are much better at that than we are and we need to learn from them. So I do want to thank you and I hope that you adopt this and continue to support further efforts. Thank you very much.

**Nick Sauvie:** I'm Nick Sauvie. I am the director of rose community development and I want to thank Mayor Adams and the commissioners for the opportunity to speak in favor of the adoption of the east Portland action plan. I was a member of the plan advisory committee and it was real pleasure and honor to work with this group. East Portland action plan was launched because Portland is a tale of two cities, the one east of 82nd and the one west of it. And the 2007 city auditor's report in neighborhood livability, 14 of the 15 lowest rated neighborhoods were in east Portland, east of 82nd or abutting it. In city livability the bottom 12 neighborhoods were here, and parks 13 of the bottom 14 neighborhoods neighborhoods and housing development, the bottom 11 were here. I guess I should say I think this survey is really valuable. So I hope you continue to do that in the future. I am here to talk specifically about housing and as a multifamily developer, working on a mission-driven nonprofit, I have don't always agree with everybody on the committee on these issues but I think these things we did agree on. And one is that the east Portland zoning needs to be fixed. It results in poorly designed infill development, housing without amenities like places for children to play, snout houses that create unsafe neighborhoods because you don't have eyes on the street. Dense neighborhoods that don't have access to basic services like retail, transit, and recreation. I really hope east Portland is an important part of the Portland plan. I think the 20 minute neighborhood concept really would be a great thing to see here. I thank you for the half million dollar investment that you have made. It's a great start but it is only a start. And I would really encourage you to commit to having affirmative action for city funding until east Portland neighborhoods have been brought up to par with the rest of the city. And I would ask you to have all the bureaus report on how their expenditures are being put to use in east Portland. So again, thank you and good luck with making this happen.

**Adams:** One report, this city council put as a priority in our legislative package and we are pursuing lobbying down in Salem to expand design review to give us the option to expand design review for the entire city, not in a certain small section. City. So your efforts in the legislature consistent and the east Portland plan has it emerged we saw that and that's one of the reasons we are advocating for it. It's interesting your idea of affirmative action for east Portland. In terms of spending I think the accountability measures that have come out of this work is something that everyone on council is continuing to keep an eye on and monitor and try to invest more in this part of town to see improvement. So thanks for being part of that. [applause] next we have Anna and Reverend Brian Heron. Good evening and welcome to do city council meeting.

**Anna Volkova:** My name Anna. And good evening Mayor and Commissioners. I really appreciate this opportunity to be here and share my thoughts and tell my story. So I am the first generation immigrant, and this is my first try to testify in front of the city council. And I am really nervous. I'm sorry. So I came to Portland from Ukraine three years ago. And so that's how I became the resident of east Portland. And I want to say that I really want, I really like this region. And I am not going to move to either regions or other states. I just really believe that this region is going to thrive, and I really want to help to build this region and to help as much as I can. As a member of Slavic and Russian speaking community I am here to support recommendations from east Portland action plan. Personally, I work as a work force specialist for human solutions. For three years. And I really appreciate that human solutions hire immediate because that was my second job. But I think that that was my real first job in the United States of America. I have been a volunteer for

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human solutions for six months. And they hired me. And because I really do the job I love. I work for specialist as I said for workers development program and this program supports immigrants, this program helps to educate immigrants from eastern europe. So most of them are russian speaking people. And we work with them for three years. And we help them a lot to adopt to u.s. Work force, to help them to coordinate them. When they come here, they really don't know what to do. So I really hope that you understand this gap because we really need to educate our people to become employable. Because they have kids and they need, they want those kids to be proud of them. And I also hope that the city will hire more bilingual and bicultural professionals in police force, schools, government, and thank you so much. [applause]

**Adams:** Reverend.

**Reverend Brian Heron:** I am brian heron, pastor the east minister presbyterian church on 125th and halsey. And member of the east Portland action plan committee and during the past six and a half years have spent all of my working life in east Portland with the morrison child and family services, albertina kerr centers and then as a consultant for big brothers big sisters. I think i'm also representing the faith community hire although I don't know if I can represent the whole faith community, but one of the things we know in terms of our demographic studies is that about 55% of east Portland people belong to a faith community or active and so it is very important for us to be involved in networking with the faith community. It's a large percentage of the community. There's a lot of diversity culturally and theologically. But it's also very important for us to come together as one community as well. I am a pastor so I am going to read a bit of a story here to get started. This is from the book "tuesdays with morrie." and mitch is have asking his professor friend morrie who was here in the last couple of weeks of his life, "i asked morrie why he hadn't moved somewhere else when he was younger. Where? I don't know. South america, new guinea, some place not as selfish as america. Every society has its own problems, morrie said, lifting his eyebrows. The closest he could come to a slug. The way to do it I think isn't to run away. You have to work at creating your own culture." and I find that comment really captures where we are with east Portland, that we note work is ours. We need to be the ones to pull this together. But when I think about supporting this proposal right now, there are seven different projects on there, and I think from my perspective the I think thing that I am really saying is not so much the support of those particular seven projects but there's another thing that's unnamed that's happening underneath and chair wheeler had mentioned that it's the building of community and pride. That's something you can't throw money at. That happens when we come together and begin to work together. One of the things I have seen is the building of this sense of community. And we can talk about east Portland geographical areas but that's very different than actually talking about east Portland community. East Portland has to do with the ties that hold us together and how we feel about each other. And so one of the things I see developing here is that sense of east Portland community. And then the second thing is that we are learning now how to advocate for ourselves. And we don't want handouts. We don't want the rest of Portland to do this for us. We know we have to come together, and do this. But part of what's happening in this process is that we are learning to advocate for ourselves here in east Portland. And the last thing is, we have a long ways to go but there is a development of an east Portland identity. And that's one of the things I get excited about. When I think about hawthorne and woodstock and pearl, you get a sense of identity there. And we are in a time we also need to develop that sense of identity as well. Thank you. [applause]

**Adams:** So the next two speakers are john torino and jim chasse. Good evening. Welcome to the city council.

**Jon Torino:** Thank you. Somebody has to start. My name is john torino and I am a resident of northeast Portland. I have lid here for 14 years. I have also had the privilege of serving since last july on the east Portland action plan committee. I certainly want to thank then mayor potter and then senator -- or then house speaker merkley and chair ted wheeler for convening the committee.

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It's been a real pleasure serving on it and I have learned a lot and hopefully contributed somewhat to it. I would like to say that you can be certain that your actions here tonight are appreciated by those of us who live in east Portland. As you saw the east Portland action plan committee has arrived at seven specific strategies for which it's speaking implementation approval. I believe that those strategies represent the best selection from the hundreds of potential actions that were put forth by the committee members, and the general community during the committee meetings and the open houses that were held. Special thanks again to Barry and Debbie and Stephanie. They did a superb job, did tireless work in pulling that hole thing together. So I thus join the other east Portland residents who have testified so far and who will testify after me in urging you to approve the east Portland action plan. I'm also the executive director of the alliance of Portland neighborhood business associations on whose behalf I am making the following remarks. I am particularly pleased that the east Portland action plan committee chose to allocate a significant amount of the funding for the seven strategies for expanding the p.d.c. store front improvement plan. Particularly along the Division area and 122nd Avenue. I believe this allocation shows tremendous cooperation between the business and resident interests in east Portland and validates the concept that livable neighborhoods also need viable business districts and vice versa. In these tight times keeping our neighborhood businesses alive and healthy is critically important to achieving our sustainability goals. They form the backbone of Portland's economy and will be places where students will be most likely brought into businesses to intern and learn the business skills that will hopefully propel them to become finishers and not dropouts. Our neighborhood businesses are also the ground and ground for future trade and sector businesses and we are supporting them with educational opportunities in e-business and e-commerce. Many of them do indeed have the potential to become net exporters of either their own products or products that are manufactured locally by other firms in the Portland area. The economic development element of the east Portland action plan fits very well with improving our city's competitive stature as a city whose citizens and businesses work together to minimize our carbon footprint and take advantage of every opportunity to shop locally and support globally. So it's also on behalf of the member business districts who will be helped by funding of the implementation of these projects that I urge you to approve the east Portland action plan. Thank you for your commitment to the citizens of east Portland.

**Adams:** Thank you, John. Jim.

**Jim Chasse:** Mayor Adams, city council, over the past year the east Portland action plan committee has prioritized the actions to resolve the issues identified in the east Portland review, the final document the east Portland action plan, was created as a result of this process. We ask you to adopt this plan. I am here this evening to talk a little bit about the transportation issues in east Portland. Mayor Adams, I sat on your safe streets initiative committee. I am pretty familiar with some of the issues in the city of Portland and specifically in outer east Portland. Outer east Portland has received some amazing transportation improvements in the last 20 years, the blue line, soon the green line, Springwater Corridor and the I-205 multi-use path which we hope to rename soon. The whole thing is, getting to these transportation corridors safely or comfortably by walking or biking from where we live is not easily done. It's no longer a convenience issue. It's a safety issue. And when fuel was \$4 a gallon, it was a necessity to brave walking on an arterial street with no curbs or sidewalks to get to the grocery store. I was reminded in the east Portland action plan committee meetings that there is no greater need than getting our children to school safely. The safe routes to school program, excuse me, the safer routes to school program was at the top of the list of importance at hope houses. We have funded three crossing islands like Barry said across five lane arterials. We need 100 times that and more to get our kids to and from school safely. I want to speak a little bit on a street that I think we can get a lot of bang for our buck by you'ving 136th Avenue from Division Street to Foster. Approximately 9,000 feet of roadway, we would have safe and comfortable means to get to three schools, Gilbert Heights, Gilbert Park, Alice Ott Middle School,

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the new gates park property, powell butte and the springwater corridor. The street currently has no continuous curbs or bike lanes. It's one of the most heavily used north-south collectors in outer east with a traffic count almost equal to holgate boulevard. This plan also has actions to develop more well-defined and complete future street plan for outer east Portland. We have a desperate need to consider transportation capital improves east of the urban renewal districts. We extend many miles east of lents and gateway and most underserved neighborhoods including reynolds and centennial lay outside the urban renewal districts. We need to find ways to make it happen further east. Thank you. I you urge you to adopt the plan.

**Adams:** Thank you, jim. [applause] katie larsell and michelle winningham. Good evening. Welcome to the city council.

**Katie Larsell:** Thank you for this opportunity to testify about this plan. And welcome to east Portland. I am going to speak about equity. The east Portland plan has a whole section on equity and the plan asks for clarity in reporting and in audits. We want our fair share of investment in our neighborhood. And opportunities for children and adults in east Portland. Equity is about fairness and our desire to improve our neighborhoods. But it's also about our desire to be fully and wholly a part of Portland. We are Portland. You have seen those t-shirts that say "this is what 50 looks like"? "this is what 60 looks like"? Well, this is what Portland looks like. We are proud to say we are east Portland. But we aren't just east Portland. Equity is one of those concept that is come across negatively sometimes as getting ours. But equity in the positive -- equity is about making connections. There can be a sense of being cut off when there isn't equity. It's this symbolic act of you guys coming out and having your meeting here, that creates connections. When sam Adams and ted wheeler came out and were sworn in on the east side that creates connections. And the new east Portland swimming pool addition, that's a very concrete connection. It's an act that builds connections. And I believe that actually if the connections are there, the equity will come rather than the other way around. I invite you to continue to build connections here in this part of Portland. And one way to do that is through equity reporting. The equity audits and reports that are recommended in the east Portland action plan need to become part of the decision-making culture at city hall. I was delighted to see mayor Adams linking neighborhood equity reporting to the bureaus and to the future Portland strategic plan in one of his earliest announcements as mayor. Some day the east Portland action plan will be old and outdated but it won't matter if you systematically use equity in your decision-making. So thank you, mayor Adams, and thank you, city councilors. [applause]

**Michelle Winingham:** Good evening. Thank you so much for coming to east Portland tonight. My name is michelle winningham. 20 years ago my husband and I were newlyweds and we bought our home about as far east as you can get and still be in Portland. At this time it was Multnomah county but it was annexed and incorporated. For the last 20 years we have lived at the base of powell butte and we have raised our children there and in the last 10 years we have gone from being employed to starting our own businesses so we are both small business owners in the city of Portland and in Multnomah county. And I was thrilled to be asked to participate on the east Portland action plan committee as a community representative. The people in this room which I think is standing room only, we represent about 125,000 people who live in east Portland which is about a quarter of the city's population. And as you have seen, we have taken more than our proportional share of a lot of things: Density, poverty, diversity, all those things can be challenges or opportunities depending on how they are approached. But we are here to talk about through the east Portland action plan the principles, the goals and the actions that are going to help us come together and address those and turn those potential challenges into real opportunities. We couldn't have done this without the resources that you have given us to do this process, to go through the action plan, the staff resources, the bureau resources. I have participated in civic activities before and this process has had an unprecedented level of political attention and support. I have never

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seen anything like it in 20 years of living in outer east Portland and it's very, very positive. Probably our most important day to day resource has been Barry Manning. You were generous to assign him to those and it's absolutely our hero. So, Barry, I can't look at you right now. Turf read this statement on behalf of the whole committee. Barry. Ok. So pretend I am looking at you. Barry. Ok. Barry, we have had a lot of conversations about resources and how to divide them up effectively. And we have talked about the pie being divided up this way and the pie being divided up that way. So bear with me. Bear with me. I get better. On behalf of the east Portland action plan committee, I am pleased to give you this whole pie as a symbol of our trust in you and in this process. I'm not done: [applause] Barry, are you listening? Ok. No, should you choose to share it with others, please remind them that a quarter of the city lives in east Portland. Thank you for your tireless work, your clear wisdom, and helping us improve our piece of the pie. And that pie is baked by Judy Pull from the Mill Park neighborhood with love with berries grown in east Portland and I can't resist the bad pun of giving Barry a berry pie. [applause] So in closing I live downtown. I live on the east side. I live downtown. I love them both. The official city's motto inscribed on the Skidmore Found Done Good Citizens are the Rich of the City. Mayor Adams, when a handful of us attended the budget hearing to lobby for money, you said you wanted us to build human capital as parts of this process. I think this standing room only crowd tonight shows that we are well on the path to doing that. We have much to offer the city, county, and the region. We have got diversity. We have got families. We have got pride. We have got a lot of things to offer and we are excited you are here tonight to adopt our plan. We look forward to working with you to implement our actions.

**Adams:** Well done.

**\*\*\*\*\*:** Thank you. [applause] I love it. Berry pie.

**Fritz:** We do have those lovely five seats if someone would like to grab them and take them to the back if you are not comfortable sitting at the front.

**Adams:** Next we will have Shelly Romaro representing the Oregon Department of Transportation, and Klondy Canales from the Multnomah County Youth Commission. Welcome to the City Council. There's an extra chair if you want to grab that one right there. We are glad that you are here. She Willy, do you want to go first?

**Shelli Romero:** I can. Hi. My name is Shelly Romaro, I am interim community affairs manager with the Oregon Department of Transportation. I am here today representing Jason Tell, ODOT Region 1 manager who was unable to join us because of a commitment that requires him to be in Salem. So I provide the following testimony on behalf of Jason Tell. Thank you for the opportunity to represent ODOT as the steering committee member of the east Portland action plan. This was an eye opening experience for me. As I got to learn about many issues that exist and need to be addressed in outer east. I met many people who live in and care passionately about east Portland and I truly enjoyed the year I spent as a member of the committee. ODOT's interest in east Portland and specifically this process is relevant because we own, operate, and maintain portions of Sandy Boulevard, all of Powell Boulevard and I-205. ODOT is making significant transportation investments in east Portland. ODOT has invested \$30 million in TriMet's green line light rail extension which will run practically parallel to the I-205 from Gateway to Clackamas Town Center. In anticipation of increased usage of ODOT's I-205 multiuse path which runs parallel to I-205 ODOT is funding additional lighting on the path from Foster South to Clackamas Town Center. Recently, ODOT in partnership with Friends of Trees helped make possible the planting of 100 trees in the ODOT right of way adjacent to I-205 in partnership with nearby neighborhoods. In addition ODOT awarded safer routes to school funding representing engineering exclusions in -- solutions in the park roads, and Portland public school districts. Finally ODOT is planning safety projects on Sandy Boulevard and on Powell Boulevard over the next four years. Throughout this process, towards the development of the east Portland action plan, many of my steering committee member colleagues expressed interest in the future of

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powell boulevard. We discussed some of the opportunities in this area as well as the challenges including the high cost and the impact of widening powell boulevard. A key point is that powell boulevard east of i-205 has numerous right wave acquisition and water treatment issues that impact every decision that we need to make relative to the future of powell boulevard. There are many questions which still need to be answered. For instance, shouldn't there be three lanes or five lanes? Will it have streetcar operating on it? Past studies conducted by odot, the city of Portland, metro, and other indicate that powell boulevard should be a five-lane road in the future. I question, is this feasible? To begin answering these questions odot is provably funding a powell drainage study that will help provide insight and recommendations to some of the right of way and water treatment issues. We hope to work with the city to engage in, and others in the study which we believe will help inform and identify possible solutions to underlying issues prior 209 city's pursuit of a transportation, growth management grant administered through odot and the department of land and conservation districts, which is identified as a priority in the east Portland action plan. In closing odot looks very forward to working with city's Portland's bureaus including transportation, b.e.s., planning, water, development services, metro, p.d.c., tri-met and the neighborhoods to work collaboratively on issues specific to powell boulevard. Thank you.

**Adams:** Thank you, shelly. Klondy.

**Klondy Canales:** Good eve. I'm klondy canales. I am a senior the reynolds high school and a youth liaison to Multnomah chairman ted wheeler.

**Terrell Wilson:** I work with the to the east Portland action plan to support klondy.

**Canales:** I have had the wonderful opportunity and experience of participating as a member of the east Portland action plan committee. And however, terrell and I both assisted the beginning of the first meetings through high school. We haven't really been able to participate in the rest of the meetings. But we are really here in support of three of the focuses of the e.p.a. In 2006, both the city of Portland and Multnomah county adopted the youth bill of rights created for and by youth. And two of those rights that we focus on are transportation and education. Transportation in east Portland action or in the east Portland part I believe that this action will rae help improve the safety for youth and transportation and also education to achieve academic success for students grades 6-12. I have lived in east Portland my whole entire life. And I believe that equity is having a better or fair share of resources to east Portland is great and we are in support of the east Portland action plan. I would like to thank you guys and also please urge you to vote for this action plan. And in conclusion, we would like to say that we would look forward to having youth be able to implement the action of the e.p.a. And thank you so much and please vote for this.

**Adams:** Thank you, klondy. [applause] the last name I have from the committee is from the david douglas school board, frieda christopher.

**Frieda Christopher:** I get to be here by myself. My name is frieda christopher and I currently the chairman of the david douglas school board but I also participated on the east Portland action plan committee and implementation committee as well as serving on the gateway urac since its inception and prior to it becoming an urban renewal. I have also have lived in this district for 33 years. So I am very familiar with the changes. I want to thank mayor and councilors for recognizing the changes that have occurred in east Portland, and our special needs. I would like to put some context to those snaps barry was showing of david douglas. We sit completely within this study area. We have over 10,300 students. Which is a growth of 34% in the last year. I would like to, when my son went to lincoln park, he had a class of 15 in third grade. Nowadays, we think about we are lucky if we can keep our elementary classes under 30. This shows the overcrowding we have in our district. And we really appreciated the action the city council has done to try to help us get a school built out here. We have also, you have also heard about the high poverty, the free and reduced lunch rate at 73% on an average. When my children were in school here, it was 40% district wide. Now we have schools that exceed 82% at individual schools. Our english as a second language, we

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have 24% that receive special support. That doesn't include all students who go home to homes that don't speak english. We have schools well over 50% and 60% of those students. I was at a public meeting jefferson smith town hall and a parent, the first one to speak to say what her issue was. She said david douglas was in trouble. Needless to say that really hurt the consumer board chair's interests. But what she was addressing was all these issues we are talking about, the growing enrollment, the overcrowding, the increase in poverty in the area, and she saw the increase in diversity also as a negative because of the challenges the school faced. On the school board and in our administration we think of them not as problems but as challenges. And we feel we rise to those challenges. We have a wonderful staff who works very hard to make sure all our children get a quality education. We feel that east Portland action plan will contribute to our efforts. We feel it will help the livability and bring attention to this side, the east side of Portland. In conclusion, I would like to encourage you, thank you for coming here tonight and encourage you to adopt this plan.

**Adams:** Great. [applause] Mary and valerie. Oh.

**\*\*\*\*\*:** Actually it's mark.

**Adams:** Sorry.

**\*\*\*\*\*:** My sister.

**Adams:** Who is our second? My there was a valerie in there somewhere. Good evening. Welcome to the city council.

**Mark White:** Thank you. My name is mark white. I live in the powellhurst gilbert neighborhood. I am the chair of the neighborhood association. And my address is 12215 s.e. Raymond. I think it's kind of a given as the most populated neighborhood in the city that we have a lot to gain by the east Portland action plan being approved so that's kind of a no-brainer. I kind of like to speak on more of a basic level simply from the aspect of a chair of a neighborhood association. Our neighborhood has recently established several committees, and it's just recently that we have really kind of found our voice with those kinds of things. One of our committees, outreach and membership, is responsible for events. And it's also responsible for things like we have grants that we are recently awarded. One is for outreach to immigrant youth to find a way to communicate through them to their parents and engage them in community building and inform them of what's going on in the neighborhood and in the community at large. Also for engaging youth as youth interns. Excuse me. Youth interns to be part of the community building that we try very hard to accomplish. We also have a public safety committee that has the only officially sanctioned by patrolling the city of Portland who has been approached by the police department to use our item platted throughout the city. We also do graffiti abatement. We also have another committee that works on flood control and flood mitigation and other things, tree planting. Basically we are trying to get to is that our success is really kind of predicated on the strength of our relationship and the partnership that we have with you. And so what I would hope is that when you are look at the east Portland action plan, that in your hearts you are thinking of it as the east Portland action partnership. That's really what's going to mean the success for all of us. Because our success in just our neighborhood and all of the neighborhoods that are represented here is really all about relationships and partnerships. And it's really a pleasure to have all of you out here and it really means quite a bit to us and especially speaking on behalf of our neighborhood and I notice there's at least a sten people from my neighborhood here which is really a wonderful cited to see. I welcome you and hope this is just the very beginning of a wonderful respect and partnership.

**Adams:** Thank you very much.

**Jeremy O'Leary:** Hi. My name is jeremy o'leary. I am a long time resident of the centennial neighborhood. And having in all that time I have actually never managed to live on a street that had a sidewalk. And when I was reading throughout plan I noticed that there was a couple recommendations around sidewalks and tri-met. One of the my requests would be that when you

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are look act the tri-met bus stops to have more than just a pole sticking up out of the ground. Be mindful of the nearby puddles that create those exciting splash zones and when you are putting more bus stops, make them more than a pole. You have a chance where areas people can gather. In my own travel the on max on the east side I think tights where max is a problem area because there's no public space within a mile radius of any of the stops, 122nd, 148th, 162nd. One of the other, in flirting throughout report, one of the things I would request is around, as you are working on the urban forestry plan for east Portland to actually specifically include fruit and nut trees into that. And it's basically so the local residents would be able to harvest their fruit but also coordinate with Portland food tree project to be directing that food to the food bank in a sensible way. It creates a good habitat for migratory birds and insects. Lastly, I went throughout training for neighborhood emergency emergency teams. Unfortunately in the centennial neighborhood I only know of three other people that have done that training and I would encourage that as part of the like in the event of a large scale emergency or hypothetically a snow storm shutting down the city for a week, that -- yes. That be able to, have more resources and training and ability to communicate since in the event of this large scale emergencies an earthquake the odds of you receiving assistance from official services is probably rather limited. And that's it.

**Adams:** Thank you. [laughter] Are you jay or kurt. Kurt is here. Is jay here? [inaudible] [laughter]

**Adams:** So jay is here. Kurt is here. Sorry. Kurt and john. Hi. Welcome. Welcome to the city council.

**Kurt Van Deren:** Thank you. My name is kurt van duran and I am a residents of the powell laurelhurst gilbert neighborhood and I want to thank the committee or thank the council for this opportunity to speak. I haven't lived in Portland long but it doesn't take long as a resident of east Portland to know that many people in the rest of the city view the east side as the redheaded step child of the city. And for that reason I am here to enthusiastically encourage the council to adopt the east Portland action plan. I am also here to highlight a specific issue that arises out of one of the seven priority issues that was identified in the plan. In addition to being a resident of east Portland, I am the father of a fourth grader at clark to binnsmead which is in Portland public school district. This is his first year of existence. And clark at bins immediately is in some ways east Portland in microkoch. It is the most diverse k-8 in the whole Portland public school district. It is also a school that has upwards of 80% of its students receiving free and reduced lunch. One of the problems that clark at binnsmead was facing was something that caught many of us unawares. When classes began in september, students who had formerly been bussed to school were now forced to walk due to busing regulations that in the state. So now, on any given day nearly one in five of our students or 150 kids have to cross division both in the morning and in the afternoon. There is a pedestrian overpass over division at 87th avenue but the 33 steps are extremely steep, too steep, in fact, for many grandparents to cross. In addition they are too steep for mothers with strollers walking with kids trying to get them to the school has made repeated efforts to bring the issue to the attention of the school district and the city, both before the merger and after the school year started. In late last year, we sent a letter to representatives of the city and the school district to try to again highlight the concerns we had over safety of getting our kids to and from school. And in late last year in november, december, about a half dozen representatives of the city came to the school to see the problem including a representative of your office, mr. Adams. We walked the streets with those representatives of the city. They looked at the problem and offered a number of solutions and what they suggested would be the safest way to get kids across division and also alleviate traffic problems on 87th would be the installation of a traffic light at 87th. As I read the east Portland action plan, I was pleased to see that safer routes to schools was considered a priorities for the council and for the committee. And for that reason I would like to urge the council to adopt the action plan, and after adoption of the action plan to give serious consideration to the

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recommendation of the members of the city who are suggesting the installation of a stoplight there. I say this as a fundamental issue of safety and equity. Thank you.

**Adams:** Thank you.

**Saltzman:** What is the city's position about the traffic light?

**Van Deren:** What I was told when representatives of the city came was that the best way to handle the problem, the best way to get kids across division safely and then there's a secondary problem which is, heavy traffic on 87th avenue because there are parents who don't want their kids to walk across division and powell in some cases as well. So the best way to alleviate both of those problem would be to install a traffic light on division at 87th avenue.

**Saltzman:** Thanks.

**Adams:** And just so that as transportation commissioner, that is on the list. Sadly, there are folks ahead of you and intersections ahead of you where they are more deadly, less safe and we have a long list. But it's on the list. You have done a great job of advocating and hopefully, folks in the room will help as jefferson smith will help get more resources for transportation safety here in Portland from the state legislature. But keep going.

**John McDonald:** Hello. My name is john mcdonald and I live at 13626 s.e. Cora street two houses east of 136th avenue. I am an active member in the current land use chair of the powellhurst gilbert neighborhood association and I would like to submit this response to you, the city council. My partner and I are raising three young children right now in outer east Portland and I have developed these comments from numerous public meetings, neighborhood discussions, and inquiries with city staff and the bureaus of transportation and planning. As you know, 136th avenue is a street in critical need of improvement from southeast division to foster. The street is consistently under improved with no sidewalks, curbs or properly lighted intersections yet the transportation demands on this vital connector street in outer southeast Portland is only increasing. Southeast 136th from division street south to powell is on the pdot transportation system development charge project list. Yet the longer stretch 6136th from powell south to foster has been ignored. It is actually not on the tesdc p-bot list. And I am here to request that a city council action in tangent with the e-pad but also that city, I was told by katherine levine of pbob it would take council action to actually put the 136 segment from powell south to foster on this key transportation system government charge list. There's more reasons for that. The daily traffic counts of 136 are greater than 10,000 cars per day. Holgate and the southern portions of 122, along with a residential traffic there is great demand on the street from. David douglas's multiple schools that access the street for school bus delivery and drop off in the emergency vehicles that claim 136 as an emergency route. And also the land use has been changing. There's been increased density on this street. When the city of Portland reached outer southeast Portland with a comprehensive plan the assumptions for the zoning density would be that the street would be improved. Yet the street has not been improved. Again, I would like to just request not only in encourage you for the e-pap recommendation but also consider the stretch of 136 between powell and foster on the tsdc list.

**Adams:** Maybe it would be useful, because that process took place with, what, two or three years ago of building. Existing list. Maybe I will ask katherine to come to the epap committee for comment on whether now that we know more, whether there should be a different sorting of the list. I appreciate your comments.

**\*\*\*\*\*:** Ok. Thank you. [applause]

**Adams:** Good evening, sir.

**Mike Crebs, Portland Police Bureau:** Good evening, mayor and city council members. I am mike crebs, commander of east precinct and if as the commander of east precinct, you expect me to talk about specific police strategies but that is more strategies in there and that is enhancement of sidewalks, streets and lighting and improved store fronts. Finger you improve those particular structures and the areas out in east precinct, you attract people to go out and walk their dog and go

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shopping. When you attract those kinds of people out there you develop peer pressure. And people out there doing good things I guess, the peer pressure of those people that might be likely to engage in indecent activity or criminal acts. So we could put all the police officers out here in the world but if don't have the lighting, the improved store fronts, good residential construction, I think that we would be going in the wrong way so we ask you to adopt this plan and put emphasis on enhancing the structures and the streets out here. It's almost breaks my heart as I drive around the precinct and I see there's no sidewalks out there and I see there's dirt roads. And that's in my mind that's unacceptable. And I think that it takes away the I guess the pride and livability of people out here. So I ask you to put a lot of emphasis on that. I ask for a lot of cops but I think more importantly, more importantly I think that building a nice structure out here will improve livability and the better way to go.

**Adams:** We appreciate your holistic view of safety. [applause]

**Leonard:** One second. I saw you standing back there. I didn't know you were going to sign up. I was going to call you up here. Last summer, mayor Adams, as you know you asked me to do a thorough analysis of the police bureau and as it turns out it was a little more thorough than some appreciated. But one of the benefits I had was going out and meeting dozens and dozens of officers. And, mike, honestly if I hadn't told you this before, by far you are one of the top cops in Portland. [applause]

**Crebs:** Thank you very much. I appreciate that.

**Leonard:** I observed a lot of different approaches to policing and yours by far is for me the model that I have seen you implement at the precinct. Your officers respect you out on the street.

**Crebs:** I appreciate that.

**Leonard:** I respect you a lot. We are lucky to have you a commander out here and advocating for east Portland. I appreciate your service.

**Crebs:** Thank you for the kind words, sir.

**Leonard:** Thank you, mike. [applause]

**Annette Mattson:** Mayor Adams and commissioners, my name annette matson. I am a 13-year member of the david douglas school board and I have lived in the david douglas school board since 1980, long before annexation. I want to talk to you tonight about that which helps support and pay for schools and school buildings, jobs and business. My support tonight relates to the economic and development part of the economic strategy summary in the plan under page 31. Starting on page 31. I am really encouraged to see that this plan includes goals around economic development, employment lands, business growth and recruitment and I believe they should be a high priority for east Portland. Our community needs good jobs and we need more businesses, fewer vacant and decrepe pit store fronts. Our community needs good jobs that will raise household incomes and decrease dependency on social services. We need jobs so more residents can rise out of poverty and meet the basic needs of their families. We need jobs so people can buy homes instead of renting and stabilize our neighborhoods. We need businesses here so all the people that have come hire during the infill of the last decade have an option of getting their jobs, getting to their jobs without driving for an hour and contributing to carbon emissions using mass transit for two hours each way and losing any time in the day for their family or community involvement. We need businesses to raise our assessed value which in david douglas is the lowest per student in the state. We need businesses people can walk to on major streets such as 122nd avenue. We need crosswalks and islands with plantings and the high density areas of southeast 1 22nd to slow down traffic and safely connect people and housing to those businesses. We need jobs and businesses for our residents to work in and to patronize. Think of multicultural business district that showcases a rich cultural and racial diversity. Think of local bakery where's people can buy locally baked fresh bread that we can walk to get to on sidewalks. Please help us bring in industry that will give people good jobs so more of our students or citizens can stop being recipients and start being those who help and hold

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up and care for our schools, our streets, and our parks. There's nothing like a good job and being able to own a home, feed your family, and afford medicine when you are sick to give someone a sense of personal pride and a real quality of life. Thank you for being here and please hold your meetings here in east Portland more often.

**Adams:** Thank you. Well said. [applause] Gene long non? Michael Egan? Hi, Michael.

**\*\*\*\*\*:** I will work my way through the bodies.

**Adams:** Hi, Richard.

**Richard Bixby:** I am Richard Bixby. Director of the east Portland neighborhood office. Welcome, Mayor and city commissioners. Thank you for coming to east Portland to hear about the east Portland action plan. And thank you for supporting the first steps in this effort. For anyone who has been involved in community issues in the last few years the content of the action plan will come as no surprise. But this document has captured many of the issues that have been raised by neighborhood leaders and other community voices since the area was annexed. The plan has started documenting these issues and making an initial evaluation of what can be done and who needs to be involved in that effort. One benefit of this effort has been to convene a group of stakeholders with a wide range of perspectives to work on this plan. Expect the relationships formed in this effort will provide the basis for an ongoing advocacy group to continue work that has been started here. Chosen for implementation this year are examples of the major issues facing this area, Powell Boulevard of improvements and the safe routes to school represent the many transportation-related issues. You have heard about them many times tonight. But undeveloped streets inhibit the appropriate redevelopment of the area and create challenging pedestrian environments. Planning for the Gateway Green is an effort to turn unusable open space into usable green space. This could be a great asset to the area such as Powell Butte. Parks has done a great job in the past few years of buying up a lot of the remaining parcels of undeveloped land but now we have about 75 acres of undeveloped parks out here. So this is an ongoing effort that needs to continue. Land use review is important in the area. Different styles of existing development mean the regulations work a little differently out here and taking a look at how things develop and how we want to develop and what kind of regulations will get us here out here is really important. This initial effort that's been funded will create a position that will support ongoing coordination with the community and working on these projects. There's been a huge demographic shift in this area in the last decade. Not only has the area grown but a wide variety of cultures have moved in making it a deliberate effort to build a community which includes new residents in the area is an important part of this effort. And maintaining a liveable community. Thank you for your past support and please continue to support this effort as we move forward. Thank you.

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

**Michael Eagen:** Good evening, Mayor Adams, and city council. Although it's not readily apparent, I am a disabled senior. Each one of you exempt me. Fritz has had the dubious pleasure of my close attention over the years. But as a matter of fact I can congratulate you on upgrading the council by -- however, I am, be that as it may I am not up to my usual skull duggery and even though the city recognized me this year as 2008 Making a Difference Advocate of the Year, and Spirit of Portland Humanitarian of the Year, today I am appearing before you as, by the way, welcome. You are on my home turf now. I have spent 20 years in the hood here. I am a member of Hazelwood neighborhood about a mile from here is my home. And I want specifically I have had a chance to talk to Randy about the engine company number 7, how many times they have come to my home and really saved my bacon, so to speak. And I have spoken to Dan many times about many things. In fact, Dan and I started out together. And now I am going to be focusing a lot of my attention on Nick Fish for a variety of reasons. By the way --

**Fish:** Some not so apparent.

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**Eagen:** By the way, I am really appreciating the new swimming facility and although it just opened yesterday, we were able to have an advanced showing, as it were, so that I could test out the chairs and it is fantastic. And -- but really, what I want to talk to you about today is in addition to all of that stuff, we also are raising a David Douglas school member who has been with us from kindergarten up to the present in the school system. And they're doing a fantastic job with very little resources. And they have asked me to work with them to go building by building to determine accessibility needs. And they're anxious to do it even though we're really hurting for money. But what I want to end up by telling you is, in all my years of while I was held captive in the bureau extras see for 40 years, but in all my years of advocacy, this is the most direct example of participatory government. My family got a chance to actually pick the seven priorities. And we believe in them wholeheartedly and we are hoping you will support them. Thank you.

**Adams:** Thank you, sir. [applause] hi. Go ahead and move that up. Yeah. Welcome.

**Jean Lenon:** I live in the willow park neighborhood. I don't have anything formal planned to state tonight other than the fact I feel that a lot of these plans are a day late and a dollar short. And sort of kind of like putting a band aid on a gaping wound. Our neighborhood demographics are just changing inconceivably fast. We want to maintain our quality of life. A lot of us like the suburban feel out here and we don't want to live in downtown Portland. If we did we would move there. We like the thought of having single family homes and having yards for kids to play in. The schools are being terribly crowded. The late 1990s, David Douglas high school was the 12th best high school in the country. And now I don't even know where it's sagged down to now. I wouldn't have a clue. But anyway, just to let you know that we are very concerned about the infill. And the kind of the ghettoization of our area. When my son comes to visit us. He lives up in Welches. He was raised here. We lived here 29 years. Went through the whole school system. And he says, well, we are coming to the ghetto. We are coming to the ghetto. And a lot of the good friends and neighbors that we have had over the years are all moving out. They are moving to Canby and to smaller towns because they have lost that feel here. And now what we are having is kind of like barracks are being built and we are warehousing people. People aren't living here. They are just being warehoused so I guess that's what I have to say. Thank you very much.

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

**\*\*\*\*\*:** That's for tolling. I-205 tolling.

**Adams:** Come up. That's all right. Raise your hands if you sign upped on this issue that you would like to come forward and testify. All right. Linda, welcome.

**Linda Robinson:** Hi. I'm Linda Robinson.

**Adams:** Thanks for waiting.

**Robinson:** Yeah. I am Linda Robinson. I live in the Hazelwood neighborhood and I have been, I have lived out here. I was born in Portland, grew up in Gresham and came back and lived in East Portland for 35 years. So and I have been quite active lately. I did not serve on the East Portland action plan committee but I attend a number of meetings. I have been working on other projects like the city wide tree project which you will hear about coming to city council later this year, and some other things. I am also serving on the Guy Way urban renewal group. I wanted mainly to talk today about the Gateway Green project which is one of the projects recommended for funding by the early implementation funds. I am one of the two people who kind of got that project started. We have now got a lot of other people involved and we are moving forward, still working on getting the final approval from ODOT which owns the property. But after that, during the vision plan which we did a year ago it became obvious we didn't realize until then that there's also, in addition to this 35 acres that lies between the two freeways, there's 80 some acres of publicly owned property on the top and east side of Rocky Butte. And so we are hoping now to include that in the project to improve access by the neighborhoods to Rocky Butte and to this area to provide some bicycle recreation, to do some sustainable demonstration projects and I would be happy to speak with anybody who would like to

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talk about it. We are also recently got a neighborhood grant to start forming a friends of gateway green. And will be having our first meetings sometime this spring. So if anyone is interested in joining us just give me a holler. Thank you.

**Adams:** Thanks, linda. If you don't know about great way green it's a fantastic vision proposal. Talk to linda. Thank you, linda. [applause] are there any questions city council has for staff? A very thorough presentation. I think the comments only added mortar between the bricks. Karla, please call the roll.

**Moore-Love:** Is there for the amendment?

**Adams:** The resolution bears the name of the members of the previous council so we need to move a fresh resolution. Do hear a motion?

**Fritz:** So moved.

**Leonard:** So moved.

**Fritz:** Second.

**Adams:** All right. Any discussion on the amendment? Would you please call the roll on the amendment.

**Fritz:** Aye. **Fish:** Aye. **Saltzman:** Aye. **Leonard:** Aye. **Adams:** Aye. I think we are now ready to vote on the main resolution.

**Fritz:** This is wonderful. Helen keller says the best and most wonderful things in the world cannot be seen or felt or even heard but they are felt in the heart. And this meeting tonight reminds me why I love planning, why I love neighborhood involvement, why I love the community that is Portland. And indeed east Portland is part of the community of Portland. Thank you all for coming tonight, whether you chose to speak or not. It was wonderful to have such a gathering and such a celebration of a lot of hard work. Good job to the staff and thank you. It's just wonderful to be here, to see friends who I got to know over the course of 15 years of working with land use folks like linda bauer and just other and over the course of my campaign last year I got very familiar with the business associations here. And knocking on doors. And this is part of our community. This is Portland. Aye.

**Fish:** Well, I was reflecting tonight, as I was listening to the testimony, and when I was having the feeling of deja vu all over again as one person came forward and asked for our support for this plan but also laid out a positive vision for the community. And I reflected on that and I was reminded we have gone through a similar exercise recently that for me, as formerly the newest member of the council, now the fourth most senior, is -- [laughter] was another very affirming process recently. And that was the adoption of the cully concordia plan. And they have tremendous similarities. Let's step back for a minute. I live 12 years in northeast Portland before I had the honor of serving on this body. And I am familiar with my history, and I will say, no disrespect to the wonderful people here today from planning, that the city has not always got planning right. And one of the problems is that one size fits all simply doesn't work in this city. And it certainly doesn't work in east Portland. And what I have noticed since I joined this body is that there is a new style of planning that the city has undertaken. And I think in fairness we should give mayor potter his credit for having put some money behind this vision and for kick-starting it and perhaps it will be part of his legacy. But it's a different kind of planning and it's a planning based on spending an intense amount of time in the community asking people what they want their community to look like. Rather than coming in with a vision that is prepared somewhere else. And we have learned, both in cully concordia and tonight, what that means to the city. It means that we enlist an entire community as positive foot soldiers in moving that community forward and we have the community identifying its key priorities and helping us do our job. And it's not a new model but I think it's a model that planning has begun to perfect. And I want to start by thanking barry manning and debra stein for their work. This is really a terrific job. Just as, you know, recently we were thanking debra bishopoff for the work she did on cully concordia. What does it mean to us? It means that in

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the course of reviewing your work and in coming to a public hearing like this, we get to make pages and pages of notes about your priorities, and each of us has a different portfolio that links up with things that you care about. I have the privilege of being the parks and housing commissioner for the city of Portland. We are going to be bringing three new master plans for east Portland parks to council within the next three months, linda, and we could schedule them all at once if it's helpful for getting people out from east Portland or stage them but that's something we will be discussing with u thanks to the leadership of commissioner Saltzman, we have opened a new pool and we will be debt indicating that shortly and I gets it's the greenest pool, I don't mean because of algae but because of the environmental design. [laughter] we have heard the criticisms of the housing stock out here and this council as the mayor noted has included in our legislative agenda a plan to get some design review around housing in east Portland. We have heard the concerns about crime and prostitution along 82nd, and I want to particularly give commissioner Leonard credit for helping to lead us in our discussion about innovative ways. And I think that the shoutout to commander crebs was well deserved. But without going through every part of the notes that I took I just want to say that what you have done is given us the tools to do our job better. And what I have found since the cully concordia plan was adopted is that as we go out to the neighborhoods and are invited to come to specific coalitions or specific neighborhoods associations, it turns out this conversation continues. And the first questions we get are based on a plan that the people developed and how are we helping implement it? And by the way that happens to be a very positive discussion. So I just wants to celebrate a new model of planning that is evidenced tonight, and I think also with the cully concordia plan. And it is a model that makes me especially excited about my new job on the council and the chance ton gauge citizens in a much more positive and dynamic way. So I have a habit maybe a bad habit of looking for some inspiration from our current president. But he has a havit of say things that are very inspirational for every occasion so as a joke I waited eight years to be able to regularly quote our president. [laughter] to paraphrase our president, this is your time. This is your time. You know, jeff merkley is your united states senator. We are here and this is not going to be the first or the last time that this council comes out to this great library and engages this community. There are already initiatives in the works but we know you are going to hold our feet to the fire about the seven priorities you have identified. This is your time. This is our time and let's make the most of it and so thank you very much for welcoming us to your community tonight. And rest assured that we have listened and that we look forward to working with you to bring this plan into action. Aye. [applause]

**Saltzman:** Well, I really want to start off by thanking commissioner Leonard, mayor potter, for take the leadership in coming forward and starting this whole process and commissioner Leonard, getting the funding going and mayor Adams for being a great advocate. I think that this is a real tribute not only to the energy and talent you all possess but again some concepts of having neighborhood planners, debra stein, barry manning, debra bishoff. Sounds like barry got to know the community very, very well. Hard to get rid of him. I am sure that will remain 42. I am sure that will remain true as we move forward in implementing the planning too. I think that was a great concept. It was pioneered by gil kelley and I think it's one of his legacies. Joe zehnder. It's part of their ongoing legacies. And I think it shows the dividends here tonight when you have a plan that it's very challenging to take everybody make action items the hard part is narrowing it down to seven. And starting with those and \$500,000 frankly doesn't buy you a whole lot these days. So I think the extent that you were able to take seven allocate the funds accordingly is, you know, a tribute to how tough this job is. But you have also given us plan and you have given us a way to measure success. I was really impressed with the last two or three power point slides that how do we measure whether this plan is really working, making a difference? So that's, you know, that's probably a tribute to mayor Adams and his obsession with performance. [laughter] this is a great plan. I am real excited to support it. I am particularly pleased about the safe routes to schools. The

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gateway green. The -- I think those were the one. The equity fair share audits. I think I get that but, yeah. It's coming. So I will know a lot better probably in several months. But this is a great plan and a tribute to all. Pleased to vote aye. [applause]

**Leonard:** I would be remiss if I did not put an exclamation behind the role senator jeff merkley played when he was speaker of the house. I was honored to not just have jeff as a united states senator representing us but also as a friend and a former colleague in the legislature. And anybody who knows jeff knows that once he gets something on his mind, you either agree or move out of the state. [laughter] he decided that we were going to have an east Portland action plan and he decided that knowing me on the council I was going to be the one that was going to introduce it. And so I just decided it was going to be much easier how to come up with the \$500,000 than it was to keep ducking jeff at the local grocery store. So seriously hats off to jeff merkley because ted freuded marvelous leadership. I appreciated all mayor potter did but it would not have happened without jeff's drive. I have done a number of these plans since I have been on the council. And, of course, the big elephant in the room is after we build the framework where does the money come to do the work? That's the challenge. I also have to tell you that there are some elements of what needs to happen in east Portland that we have identified the money for. And we are in a death struggle over right now. Annette matson said that accurately, that in the david douglas school district, students have the lowest per capita income per child of any school district in the state of Oregon. The council recognizing that last year, looked down at wealthiest urban renewal area in Portland, which includes the pearl which includes some of the most expensive housing in the state and some of the highest income per resident in the state and thought it was fair and just to take 19 \$19 million to build a school in the poorest section of the state which also happens to be in Portland david douglas.

As most of you know, that has tweaked the nose of some of the weldiest downtown and they have filed a lawsuit. One of them recently confronted me and said the bottom line for me, randy is, I fear that taking money from downtown and building a school in east Portland will set a precedent and I said I certainly hope so. [laughter] [applause] so we have a lot of work to do from this point on. I mean, we could hear the accolades we are hearing today and we should praise and honor the good work that's done but the hard work now begins in identifying the money to cause those things to happen and there are going to be other tweaks and other people who are feeling as those they have been put out a little bit and if not denied resources that they used to have easy access to in the past as we fund things that need to be funded here a long time ago that we are going to focus on funding now. I really appreciate each of my colleagues in to a person is as focused as I am and you are in doing the right thing by east Portland which is why the resolution last year to build the school david douglas passed unanimously, and it's why each of us feel the way we do. And I will really proud to serve with a group of men and now women who are so focused on doing the right thing for east Portland. Aye. [applause]

**Adams:** I, too, want to reiterate my thank you to this particular resolution has my name on it because I am now the commissioner in charge of the bureau of planning and sustainability but this is the work of mayor potter. Thinks the work of county chair ted wheeler and this is the work of then speaker and now senator jeff merkley. So I join you in thanking them for their good work. There's a lot of eloquence that's already been set said up here at this table from my colleagues. I put an asterisk, could put an asterisk and do after each of their comments. I also want to repeat some of eloquence I heard in the testimony and to get a sense that you have really been heard. The fact that you are 125,000 people of the nearly quarter of Portland's population and that by every major measure, you are getting most of the density, you have most of the poverty, you suffer from the most crowded schools and it's not getting better and you have the most substandard and unsafe infrastructure in the city. And yet in response to that, you chose to be as was said tonight smart and talented and positive in wanting to address that. And I salute you for that. And was said by the individual over there working with the church, with this effort you said, I know it not only help

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build my neighborhood, I help build my own life and my own place in it. I love the phrase that I summarized in terms of the kind of new, if there's going to be building it should be porches, and the porches should have purpose. I thought that was a great phrase. And as much as anything else, you know, we have to build community that will hold us together, hold you together and that connections, with connections equity because we understand each other better. I, too, have been through over the years a lot of these kinds of plans. And I have been as either a staff every or city commissioner I have Saturday through a number of these kinds of hearings. And Katie was right. As was mentioned by some of my colleagues, what you should expect from me as planning commissioner and from the entire city council is accountability. And that starts with coming up with some measures that together we can monitor whether we are making progress on the deficits and the challenges that you face. What you have done in terms of the starting point with this short list is superb. It is absolutely excellent. The best work I have seen in terms of community, city partnership, and partnership among bureaus and agencies. It's absolutely fantastic. But as we head into an era where we might not have a lot of money, we still have the money we have. And you should expect the kind of equity in investments and equity in spending of city services that every other neighborhood in the city should expect. And we will put together a matrix, we will put together some accountability measures so that together we can judge progress. One of my favorite editorials recently in "the Oregonian" was, taking me to task for calling for performance measures around equity in city spending by neighborhood. And I wear that editorial with a badge of honor. Because that's what you can expect among other things moving forward from this city council. Thank you all very, very much. Aye. [gavel pounded] it's approved: [applause] congratulations. We are going to take a six-minute break. We will be back. We have an opportunity for public testimony on I-5 and the discussion about tolls or no tolls and if there was more money what kind of improvements on I-205 would you like to see. See you at 9:00 if you want to speak to that.

At 8:53 p.m., Council recessed.

At 9:02 p.m., Council reconvened.

**Item 169.**

**Adams:** The Portland city council will come back from recess for our evening, February 18th meeting. Item number 169 is, consists of the words on the council calendar that says "discuss considerations for potential tolling of I-205." and the reason for doing this is not that there is an active proposal to toll I-205, but there was discussion and consideration that is raising this issue, and commissioner Amanda Fritz and myself as transportation commissioners, I sit on Columbia River crossing project sponsors council and commissioner Fritz is the alternative for that council when I can't make it. We thought since we were here we would collect whatever input or initial sort of reaction to it there might be. So part of what we are interested in, it is not often that we have citizens come forward and say yes, toll a bridge that I use often. We know that. But we would expect to you say that but we are also interested in using this as an opportunity to talk about any sort of transportation-related improvements on the freeway that you might, you might want to make us aware of. So my understanding is we have 10 people signed up.

**Moore-Love:** Yes.

**Adams:** Ok. So same as the, in terms of process as the last.

**Moore-Love:** Three minutes or two?

**Adams:** I think, what is the wishes of council?

**Leonard:** I think two is good.

**Adams:** Given the hour we have found that usually what can be said in three can be said in two. So let's begin. Good evening and welcome to the city council. Glad you are here. As before we need your first and last name and two minutes and the clock in front of you should be your guide.

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**Kevin Beckman:** I am Kevin Beckman. I currently live in Aloha. I did graduate from David Douglas High School so this, even though I live on the southeast side of town I did consider myself part of Portland just to let you know. Ok. What ODOT studies have shown that we are headed for a transportation crisis where rush hour will pretty much last all day. The ramifications of that will impact us all. Some of the proposals for the Columbia River crossing do not address this core issue and exacerbate inefficiencies. Tolls would speed up the crisis. Your efforts to toll during the current rush hour serves on the trucking industry, not the general public who according to ORS 801.305 use the highway as a matter of right. And I might add not a privilege. Your proposal to toll will exacerbate inefficiencies in our community and burden our local economy. I think this approach is flawed. What the region needs is a true vision to solve this region's transportation and travel issues. The interstate bridge joins two communities. And the proposal to replace the interstate bridge with one of the same size is a waste of public resource. Well, adding, it might be -- you know, it's positive to add light rail to that connection, but I call that plan the bridge to nowhere because it doesn't help solve our current transportation problems. Local travel around the west side of town is very difficult during the most business hours. But still tree services, contractors, et cetera can still count on open window to get around town to conduct their businesses, go to the dump or whatever they might be. A west side bypass would benefit all of Portland by diverting north south accounts away from downtown and east Portland. Land use planning is now in place in Washington County, Beaverton, Cornelius, et cetera to prevent sprawl. Can I finish my third minute?

**Adams:** I'm sorry? Why don't we go for a really good closing sentence.

**Beckman:** Very good. Well, local and through travel in the region needs to be unburdened especially for the future local travel. And these trying economic times projects should be a net gain for the economy. Any other objectives should be a far second. Thanks.

**Adams:** Thank you. Well said. Really appreciate it. Mr. Parker.

**Terry Parker:** Terry Parker, northeast Portland. As I previously testified before the council, if tolling occurs on the I-5 Columbia River crossing it should be minimal, removed when the bridge is paid for and to equitable tolls or fees must be charged to all users of all modes of vehicle transport including bicycles and transit passengers pay their own way. Moreover with some exceptions just about anywhere in the U.S. We are tolling exists there is also a nonpolicy tolled local motor vehicle route people can take. Currently there is no local traffic bridge between Portland and Vancouver. Motorists and freight carriers pay fuel taxes, to maintain the I-205 bridge. Washington residents should not have to pay tolls to shop and in Oregon and work in Oregon will they already pay Oregon taxes. Oregonians should not have to pay to do business or take their service investigation and the tools of their trade to Washington. If anybody ought to be paying tolls it should be bicyclists who act like spoiled children who ignore traffic laws and expect the government to treat them like mommy and dad did giving them everything including infrastructure free of charge. A bicycle can never be considered sustainable. Fare box revenues only cover a low 20 something% of operating expenses and do not help maintain the roads while at same time transit buses do the heaviest damage to the roads. It's all about implementing social engineering not about paying for a bridge that has been in place for decades. No way should motorists -- avoid tolls on the I-5 bridge and minimize or better yet eliminate the concept of tolling on the I-5 bridge. Our forefathers have fought many a war to protect our democratic freedoms and the freedom of choice. Not to have socialism dictate and control our life styles through device taxes and tolls. The bottom line is no tolling should or needs to take place on the I-205 bridge. Thank you.

**Adams:** Thank you both very much. Is Anna still here? Some people I think signed the wrong list. Mr. Lewis is here. Good evening. Welcome to the city council. Glad you are here. I think, Richard, your name was first.

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**Richard Koenig:** Thank you. Good evening. My name is richard koenig. I'm a long time consultant to city council on the issue of transportation and as well the right of the public to use the highway. I am speaking tonight primarily about the unreadiness of our community to be policed on this issue. We are celebrating last week we celebrated the 150th anniversary of the implementation of the constitution and the bringing of the state into the union. In the enabling clause that congress voted on to bring us in, one of the things, one of the notable phrases is that the water ways aren't like highways, shall be forever free. Now, we don't generally read the enabling clause. We don't generally study the constitution. However, to show you, to make the point about how unready we are to talk about this issue, let me point out that we have a statute, a couple of them, under the health, education and welfare section, 336.057 and 336.067 that require the schools to provide a course in constitutional studies each year, commencing no later than the eighth grade and going all the way through a four-year degree in college with a special emphasis on the Oregon constitution. Some of us are offended by the notion that the public has the right in a free society to travel. Some of us can't comprehend the right versus privilege. That's how unready we are to talk about this issue. And I would suggest that until we are better informed as a community and the city council is in an excellent position to do the informing because we have had this discussion over years. Until we become more informed about the right of the public, let's focus on things that are more realistic, more immediate.

**Adams:** Thanks, richard. Good evening.

**Tom Lewis:** Good evening, mr. Mayor, council. I wasn't really prepared to know what was on the agenda with respect to tolling, but i have an opinion. And I am lifelong person from the east here, with centennial neighborhood association. And I do remember the days when there was a toll on the interstate bridge. It seemed to go smooth. And by throwing coins in a meter basket, moved quite rapidly through. And seeing or understanding that there is other tolls that happen through other states in the u.s. That can be done conveniently and without much hesitation in traffic flow, I think that is an option. The things that upkeep our highways in the state of Oregon and the gas tax and other revenue sources has been diminished or at least the repairs and upkeep on bridges has been very expensive in these last few years. So this is one more revenue source, and goes directly to the people that use the roadways. I do have a small business. I go through the metro area daily. And when the financing of the bridge through tacoma, our street tacoma across the willamette, two lane that's slated to get rebuilt or dealt with, recognized that a large percentage of the traffic was actually from clackamas county and in Multnomah county bridge, it brought my thought that the people crossing the bridge pay for the bridge. Or at least help defray the cost of our transportation system.

**Adams:** Thank you for your testimony. Really appreciate it.

**Fritz:** Tom, thank you for staying because that's exactly why I wanted to do this part of the hearing, if you are going to be here anyway for somebody living in east Portland to give your feedback. I really appreciate it.

**Adams:** Thank you, both. I saw fred earlier.

**\*\*\*\*\*:** Fred had to leave.

**Adams:** Is john charles -- I didn't see him. Mara is here. Welcome to the city council meeting. The night owl session of the city council meeting.

**Mara Gross:** Thanks, you guys. Hi. I'm mara gross from the coalition of a liveable future. I don't live in east Portland but my organization focuses on the entire organization and particularly on livability and equity particularly on people with moderate income who receive a disproportional burdens of living in a region. Decisions about tolling i-205 are going to have a significant impact on east Portland and clackamas county as well. And I was hoping to hear more from east Portlanders because they are the ones impacted and I really appreciate you have come out here and this sort of reflects the need to continue to do this and for people to hear what the impacters going

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to be and how it's going to affect their lives so I appreciate this as a start to doing that. If there's going to be a toll on i-5 and there's no question there will be if the columbia river crossing is built I think its really important to also toll i-205 at the glen jackson bridge. Without a toll cars will switch over to i-205. Common sense that will happen. Costs you five bucks on one and nothing on the other you might go out of your way to you void that toll. That's going to cause increased air pollution, traffic congestion, diversion on city streets, neighborhoods already dealing with pollution. Secondly, money raised from tolling i-205 should be used to support the communities near i-205, not the columbia river crossing or not just that one facility. And not just for the freeway. We have been hearing about the east Portland action plan. It's got projects for transmitted and walking and bike, connectivity, all sorts of needs in these communities and should be used for that and a percentage of funds should go for community enhancement like in delta park. I know some of this is, would be difficult to do because of the way the law is right now. May limit the use of the funds. But there's regional interest in tolling i-205 particularly leaders even those that support columbia river crossing. We need to figure out how to make it happen if we are willing to ask.

**Adams:** Thank you for your testimony.

**Lewis:** Thank you.

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

**Adams:** Is there anyone else who would like to testify on this issue who did not sign up but is in the room? All right. Well, this concludes the session of the city council tonight. We are recessed.

[gavel pounded]

**Fritz:** Are we adjourned?

**Adams:** I never know week to week. [gavel pounded]

At 9:17 p.m., Council adjourned.