



CITY OF
PORTLAND, OREGON

OFFICIAL
 MINUTES

A REGULAR MEETING OF THE COUNCIL OF THE CITY OF PORTLAND, OREGON WAS HELD THIS **8TH DAY OF APRIL, 2009** AT 9:30 A.M.

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

Commissioner Leonard arrived at 9:33 a.m.

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

Items No. 368, 373 and 375 were pulled for discussion and on a Y-5 roll call, the Consent Agenda was adopted.

COMMUNICATIONS	Disposition:
353 Request of Christopher Lowe to address Council regarding Sanctuary City for war resisters (Communication)	PLACED ON FILE
354 Request of Kara Eggert to address Council regarding Sanctuary City for war resisters (Communication)	PLACED ON FILE
355 Request of Katherine Heald to address Council regarding Sanctuary City for war resisters (Communication)	PLACED ON FILE
356 Request of Megan Brooker to address Council regarding Sanctuary City for war resisters (Communication)	PLACED ON FILE
357 Request of Kristine Akins to address Council regarding a small business and positive business experiences in Portland (Communication)	PLACED ON FILE
TIME CERTAINS	
358 TIME CERTAIN: 9:30 AM – Honor the Portland Parks Foundation and Anne Naito-Campbell for their efforts raising funds for the Bill Naito Legacy Fountain, honoring Portland businessman and civic contributor Bill Naito (Ordinance introduced by Commissioner Fish)	PASSED TO SECOND READING APRIL 15, 2009 AT 9:30 AM

April 8, 2009

<p>359 Authorize naming the new South Waterfront neighborhood park the Elizabeth Caruthers Park (Ordinance introduced by Commissioner Fish)</p>	<p align="center">PASSED TO SECOND READING APRIL 15, 2009 AT 9:30 AM</p>	
<p>*360 TIME CERTAIN: 10:00 AM – Approve the 10-year tax exemption requested by One 19 Towers LLC for the One 19 Towers rental housing project (Ordinance introduced by Mayor Adams) (Y-5)</p>	<p align="center">182645</p>	
<p align="center">CONSENT AGENDA – NO DISCUSSION</p>		
<p>361 Appoint Koto Kishida to the Portland International Airport Citizen Noise Advisory Committee for the term that expires November 2010 (Report introduced by Mayor Adams and Commissioner Saltzman) (Y-5)</p>	<p align="center">CONFIRMED</p>	
<p align="center">Mayor Sam Adams</p> <p align="center">Bureau of Planning & Sustainability</p> <p>362 Establish \$275,000 as the maximum price for newly constructed, single-unit housing eligible for a limited property tax exemption in a Homebuyer Opportunity area for 2009 according to Chapter 3.102 (Resolution) (Y-5)</p>		<p align="center">36693</p>
<p>363 Authorize Intergovernmental Agreement and accept funds from the State of Oregon in the amount of \$10,000 for PDX Lounge (Second Reading Agenda 328) (Y-5)</p>	<p align="center">182638</p>	
<p align="center">Bureau of Transportation</p> <p>*364 Authorize bid and contract award for the construction of the NE Alderwood and NE 47th and NE Columbia intersection projects (Ordinance) (Y-5)</p>		<p align="center">182639</p>
<p>*365 Authorize procurement of Mixed Bulk Concrete per Section 5.33 of the City Code (Ordinance) (Y-5)</p>	<p align="center">182640</p>	
<p>366 Authorize Intergovernmental Agreement with the Washington State Department of Transportation in the amount of \$92,414 for Phase III of the environmental impact statement for the Columbia River Crossing Project (Ordinance)</p>	<p align="center">PASSED TO SECOND READING APRIL 15, 2009 AT 9:30 AM</p>	
<p align="center">Office of Emergency Management</p>		

April 8, 2009

<p>367 Authorize the application to the Department of Homeland Security for a grant in the amount of \$7,896,570 to plan for terrorism events and natural disasters through planning, training and equipping first responders and volunteers and developing necessary emergency management infrastructure in the Portland Urban Area (Ordinance)</p>	<p>PASSED TO SECOND READING APRIL 15, 2009 AT 9:30 AM</p>
<p>Office of Management and Finance – Financial Services</p>	
<p>368 Adopt City of Portland Investment Policy (Resolution) (Y-5)</p>	<p>36694</p>
<p>Office of Management and Finance – Purchases</p>	
<p>369 Amend Intergovernmental Agreement with the City of Gresham for continued participation in the Integrated Regional Network Enterprise (Second Reading Agenda 334; amend Contract No. 51723) (Y-5)</p>	<p>182641</p>
<p>370 Amend Intergovernmental Agreement with Portland Community College for continued participation in the Integrated Regional Network Enterprise (Second Reading Agenda 335; amend Contract No. 51781) (Y-5)</p>	<p>182642</p>
<p>371 Amend Intergovernmental Agreement with the Port of Portland for continued participation in the Integrated Regional Network Enterprise (Second Reading Agenda 336; amend Contract No. 52198) (Y-5)</p>	<p>182643</p>
<p>Commissioner Nick Fish Position No. 2</p>	
<p>Bureau of Housing and Community Development</p>	
<p>*372 Authorize Intergovernmental Agreement with Housing Authority of Portland in the amount of \$371,000 for demolition and infrastructure costs associated with the redevelopment of New Columbia and provide for payment (Ordinance) (Y-5)</p>	<p>182644</p>
<p>Commissioner Dan Saltzman Position No. 3</p>	
<p>Bureau of Environmental Services</p>	
<p>373 Amend contract with Brown and Caldwell for professional services for the Portsmouth Force Main Project No. 6902 for engineering support services during construction (Ordinance; amend Contract No. 36247) Motion to amend to delete directive paragraph c: Moved by Commissioner Saltzman and seconded by Commissioner Fish. (Y-5)</p>	<p>PASSED TO SECOND READING AS AMENDED APRIL 15, 2009 AT 9:30 AM</p>
<p>374 Amend contract with David Evans and Associates, Inc. for additional work and compensation for the Umatilla Pump Station Upgrade Project No. E08589 (Ordinance; amend Contract No. 36485)</p>	<p>PASSED TO SECOND READING APRIL 15, 2009 AT 9:30 AM</p>

April 8, 2009

<p style="text-align: center;">Bureau of Police</p> <p>*375 Apply for a \$4,927,220 competitive grant from the U.S. Department of Justice, Office of Community Oriented Policing Services Hiring Recovery Program to hire and train 20 police officers (Ordinance) (Y-5)</p>	<p style="text-align: center;">182646</p>
<p>REGULAR AGENDA</p>	
<p>376 Authorize the Office of Management and Finance, Business Operations to acquire the Made in Oregon Sign and related property and permanent and temporary easements, through the exercise of the City's Eminent Domain Authority (Second Reading Agenda 344; Ordinance introduced by Mayor Adams and Commissioners Fish and Leonard)</p>	<p style="text-align: center;">REFERRED TO COMMISSIONER OF PUBLIC SAFETY</p>
<p>Mayor Sam Adams</p> <p style="text-align: center;">Bureau of Planning & Sustainability</p>	
<p>377 Establish the duties and responsibilities of the Bureau of Planning and Sustainability and amend code to reflect bureau title (Ordinance; repeal Code Chapter 3.111, add Code Chapter 3.33, amend Code Chapters 1.01, 17.102, 3.112 and Title 33)</p>	<p style="text-align: center;">PASSED TO SECOND READING APRIL 15, 2009 AT 9:30 AM</p>
<p>*378 Authorize contract with PB Americas, Inc. for \$125,000 to develop a Concept Plan for Bonny Slope West–Metro Urban Expansion Area 93 and provide for payment (Previous Agenda 263) (Y-5)</p>	<p style="text-align: center;">182647</p>
<p>Office of Management and Finance – Business Operations</p>	
<p>*379 Authorize acquisition of vehicles for use by City Bureaus at \$91,605 (Ordinance) (Y-5)</p>	<p style="text-align: center;">182648</p>
<p>Office of Management and Finance – Purchases</p>	
<p>380 Accept bid of John L. Jersey & Son, Inc. for the Oak B Basin Sewer Relief & Reconstruction Project for \$6,377,221 (Purchasing Report – Bid No. 110019) Motion to accept the report: Moved by Commissioner Fish and Seconded by Commissioner Saltzman. (Y-5)</p>	<p style="text-align: center;">ACCEPTED PREPARE CONTRACT</p>
<p>Commissioner Dan Saltzman</p> <p style="text-align: center;">Position No. 3</p>	
<p>381 Authorize coordinated interagency actions to improve the timeliness, predictability, consistency, transparency and accountability of development review and permit processing functions (Resolution)</p>	<p style="text-align: center;">REFERRED TO COMMISSIONER OF PUBLIC AFFAIRS</p>

April 8, 2009

<p>382 Adopt resolution to lower City flag to honor children who die from abuse, neglect and other violence (Resolution) (Y-3; N-2, Fish, Leonard)</p>	<p align="center">36695</p>
<p align="center">Bureau of Environmental Services</p>	
<p>*383 Authorize an Intergovernmental Agreement with Metro and North Clackamas Parks and Recreation District to purchase certain properties to facilitate a sewer pipe repair (Ordinance) (Y-5)</p>	<p align="center">182649</p>
<p>384 Remove redundant and outdated language, fix organizational and grammatical errors, reconcile conflicting Code provisions, increase program efficiency and effectiveness and improve public comprehension to the Public Improvements Code (Ordinance; amend Title 17)</p>	<p align="center">REFERRED TO COMMISSIONER OF PUBLIC AFFAIRS</p>
<p>385 Create a local improvement district to construct sanitary sewer improvements north of NW Skyline Blvd in the Royal Highlands Phase II Local Improvement District (Second Reading Agenda 347; C-10033) (Y-5)</p>	<p align="center">182650</p>
<p align="center">Bureau of Police</p>	
<p>*386 Authorize an Intergovernmental Agreement with Multnomah County not to exceed \$924,596 to provide chemical substance abuse treatment services to chronic offenders and for District Attorney and Parole and Probation services for chronic arrestees (Ordinance) (Y-5)</p>	<p align="center">182651</p>

At 11:31 a.m., Council recessed.

April 8, 2009

A RECESSED MEETING OF THE COUNCIL OF THE CITY OF PORTLAND, OREGON WAS HELD THIS **8TH DAY OF APRIL, 2009** AT 2:00 P.M.

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

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

	Disposition:
387 TIME CERTAIN: 2:00 PM – Adopt the recommendations in the North Macadam Transportation Development Strategy (Resolution introduced by Mayor Adams) (Y-5)	36696
*388 Adopt the North Macadam Transportation System Development Charge TSDC Overlay rate study, establish a fee schedule and amend Code effective July 1, 2009 (Ordinance introduced by Mayor Adams; amend Code Chapter 17.15) (Y-5)	182652
*389 TIME CERTAIN: 3:00 PM – Authorize a grant to Centennial School District for \$3,150 for the support of the re-engagement of disconnected youth to educational opportunities (Ordinance introduced by Mayor Adams) (Y-5)	182653
*390 Authorize a grant to David Douglas School District for \$7,650 for the support of the re-engagement of disconnected youth to educational opportunities (Ordinance introduced by Mayor Adams) (Y-5)	182654
*391 Authorize a grant to Parkrose School District for \$2,500 for the support of the re-engagement of disconnected youth to educational opportunities (Ordinance introduced by Mayor Adams) (Y-5)	182655
*392 Authorize a grant to Portland Public School District 1J for \$60,000 for the support of the re-engagement of disconnected youth to educational opportunities (Ordinance introduced by Mayor Adams) (Y-5)	182656

At 3:46 p.m., Council adjourned.

April 8, 2009

THURSDAY, 2:00 PM, APRIL 9, 2009

393 TIME CERTAIN: 2:00 PM – Accept the Plan and Recommendations on Consolidation of All Permitting into the Bureau of Development Services (Report introduced by Commissioner Leonard)

Motion to waive code to allow less than 2-week notice to hear this item on April 16, 2009 at 6:00 p.m. Moved by Commissioner Fish and seconded by Commissioner Fritz. (Y-5)

**RESCHEDULED TO
APRIL 16, 2009
6:00 PM
TIME CERTAIN**

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.

April 8, 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.

APRIL 8, 2009

9:30 AM

Adams: Call the roll.

[roll call]

Adams: Could you please read the title for council calendar item 353?

Item 353.

Moore-Love: There may have been a mixup in the -- who was supposed to be on this week. We're checking into it.

Adams: Mr. Lowe is not available. Please read the title for council calendar 354.

Item 354.

Adams: Could you please read the title for council calendar item 355.

Item 355.

Moore-Love: She did call and she cannot make it.

Adams: Please read the title for council calendar item 356.

Item 356.

Adams: Could you please read the title for council calendar item 357.

Item 357.

Adams: Good morning, welcome to the city council.

Kristine Akins: Good morning.

Adams: Glad you're here and our rules for all speakers are simple. You give us your first and last name, no address needed and three minutes and there's a clock to help you keep time.

Akins: Ok. Great. I'm delighted to be here. My name is kristine akins. I'm owner of tree in a box. Grow your own tree from seed. We've been in business for 18 years --

Adams: I wanted to say -- somehow we had three.

Akins: We've come to Portland from new mexico and we love it here. Things grow here and we found that not only do trees and flowers grow, but companies and people and communities grow here. I -- tree in the box has been mostly an internet business for the last 10 years and we have sold to companies like microsoft and amtrak, american express, kaiser permanente. Thousands of weddings, using them as wedding favors, but sales started doing what companies have done and taking a nosedive and we decided we had to get back to our roots which meant reaching out to the community and doing grassroots marketing. One of the first things I did was -- first things I did was went to mayor's office and talked to clay neal and the same day I got a call from the small business advisory council, when I met a representative, I met the small business liaison from the bureau of development services. Tiffany benson, who is amazing, knowledgeable and dynamic and introduced us to the emerging 200 national program. We've been selected as one of the 15 companies in Portland to be an emerging 200 company. That's in the trenches marketing and mini-m.b.a. Program for companies like ours and we're excited about that. I'm just wanting to commend you for the communication between the agencies and your departments. We just made contacts all over the place just from walking into the mayor's office. So i'm a --

Adams: You should be writing this stuff down, mark. [laughter]

Akins: I'm a registered architect so i've also worked with sustainability issues a lot --

Adams: Oh, you, too, matt. I need to pick on all of the reporters, all of them.

April 8, 2009

Akins: Portland to me epitomizes sustainability and I know you've gotten awards for that in the past. It's definitely true. I've accepted the chairmanship of the stanford at lincoln high school.

Adams: Wow.

Akins: That's the voice for schools in the political arena. So stanford children has mostly concentrated on the state and also somewhat on local school board elections and so on, but i'd also like to make sure we're communicating with the city of Portland, because I think the city -- because I think the city understands if we want to be one of president obama's seven model cities, he wants seven model green cities, we can bring education and healthcare and all of the sustainable issues together to allow that to happen.

Fish: If I can note, i'm the proud parent of a lincoln sophomore.

*****: Ah.

Fish: And bobbie reagan has -- one school board member has a child at lincoln and I think that lincoln has gotten bad press undeservedly recently and I think that patton chapman is doing a great job.

*****: I have a daughter who is a freshman there and I think it's a phenomenal school. Different from a lot of -- a phenomenal school.

Fish: There are a lot of monday morning quarterbacks in our city and she has a harder job than we have. And we can argue about the merits of decisions that principals make and I know her job is in the right place and some of the recent controversy has actually provided a learning experience for kids about life challenges that happen outside of the classroom. I'm on her team.

Adams: Thank you for spending time were us and sharing your story. We appreciate it. And we'll make sure that the employees involved in the bureaus that followed up with you and were responsive to you hear your compliments as well. Thank you.

Akins: I appreciate that and look forward to having tree in a box in your gift baskets and trade events as we move forward.

Adams: Count on it. Karla, could you -- I guess we've the consent --

Moore-Love: I have the correct speaker for 353 now.

Item 353.

Adams: Is mr. Chai here -- mr. Shea here? Glad you're here. You heard the rules of engagement, so to speak.

Daniel Shea: Ok. I want to thank you for allowing me to come here and I would state my name is daniel shea. A vietnam veteran, 1968, for about three months in vietnam there. And I am here to talk about sanctuary city but the main thing, i'm not asking you to declare sanctuary city for soldiers of conscious. What i'm here is i'd like to ask you to create a public hearing. A public hearing to consider the matter. Because in three minutes, I cannot give you the kind of information you need to make a decision on this. I spent 12 hours in trying to write and break down into three minutes what's so important to understand. These are veterans that we're talking about that have served one, two or three tours in iraq or afghanistan and they come back with wounds, they've been -- their mothers and father, their brothers and sisters, and their whole families have been affected. Many have come to a consciousness in which they've realized over a long period of time that war is not the answer to try and build relationships in the world. And what they've decided for many of these young men and women, they've come to the position that they will no longer support the system and the way it's been operating, come to the conclusion the only way they can do that is to claim conscientious objector, which many have done but many have denied. And many have decided not to participate while in the theater and put down their guns and have refused to fire. And others have felt there was no other choice but to go underground or to flee. And what we have to deal with here, we're dealing with people who are dealing with post-traumatic stress. I'm a vietnam veteran. I lost a child due to agent orange at the age of three who went through general heart disease because of my exposure to agent orange. The war is going to reach out to us way in the future and we don't

April 8, 2009

know what's going to be happening to the veterans that are going to be returning. From the first gulf war, we know we have vets who are dying today and that birth defects are happening and not being tracked and it's up to us citizens to come out and say we need a safe place, just a place, to hear their voices and what i'm asking you to do is to create a public space for you to hear and listen to their stories. And at that time when you're listening to their stories, then you can ask them questions. You can be concerned about some of the issues you may or may not be concerned about in declaring Portland a sanctuary city. But regardless of whether you do, if you listen to them, I declare my home a sanctuary city and we as people here in Portland can individually do that. Thank you so much.

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

Fritz: [inaudible] your service.

Adams: We're going to be considering the consent agenda and I understand that items 373 and 375 have been pulled for amendment and consideration on the regular agenda. Is that correct?

Leonard: Yes.

Adams: Any other items on the consent agenda that anyone in this room would like to pull?

Fritz: 368. Just for the discussion.

Adams: All right. 368 has been pulled as well. Unless I hear any other requests to pull, Karla please call the roll on the consent agenda.

Fish: Aye. **Saltzman:** Aye. **Leonard:** Aye. **Fritz:** Aye. **Adams:** Aye. [gavel pounded] consent agenda is approved. We have a time certain for 9:30. Please read the title for council agenda item 358.

Items 358 and 359.

Adams: Commissioner Fish.

Fish: Thank you, mayor. At this point, i'd like to invite up the parks director, foundation director, and developer and civic leader anne naito-campbell to the podium and i'm going to make a few introductory remarks and then turn it over to them. As the parks commissioner for the city of Portland, i'm delighted today to recognize the Portland parks foundation, our indispensable partner in all we do here and anne naito-campbell for their collective efforts to help the city to realize the vision for what waterfront park could be. Parks bureau and the Portland development commission have redesigned the ankeny portion of waterfront park to accommodate the new home for the Portland saturday market and other programmed events. Located two blocks east of the skidmore fountain, the new park elements will create a northern gateway into waterfront park that will welcome visitors into the park and old town. The Portland parks foundation has taken the lead in raising funds and an effort spearheaded by anne naito-campbell. Together and I just can't believe this number, they have raised over \$750,000. Private citizens. And other institutions for the development of an interactive fountain and a curving viewing deck that extends over the river. Today, we're recognizing the generous and powerful contributions that linda lovelet and the Portland parks have made to our city. Without their commitment, we would not have the beautiful green spaces and community gatherings and places that have become signature Portland landmarks.

And today we're also honoring the true dedication of anne naito-campbell who continues her family's legacy of civic leadership and commitment to the revitalization of old town, chinatown. And I can't think of a better name for this fountain than that of anne's father, bill naito. His list of accomplishments is too long for us to go through each one today, but we know he was influential in the development of such things as pioneer courthouse square and the chinese garden to name a few. He helped to create the japanese american historic plaza located in one of my favorite spaces in the city. His work was fueled by a passion for civil rights and civic engagement. His legacy is carried on by his wife, and his children, anne, ken, steve and bob, and we're going to recognize some family members in a moment that are here and I even see soccer fans, randy. The city of Portland is blessed to have the naito family's continued commitment to thoughtful urban development. I also

April 8, 2009

before turning it over want to acknowledge that anne and I had a chance to visit before today's proceeding and she observed this has been a listening journey and took over three years and that she is actually pleasantly surprised it came together -- these were not your words, anne, but like the perils of pauline, many opportunities for this to go south. And I wanted to acknowledge what I have come to see as the Portland way of doing planning: Thoughtful, long term, patient, but when you do it right, you produce something beautiful and meaningful for the citizens like this. And I am very proud to turn it over to zari. I want to acknowledge my friend and colleague, dan Saltzman. It was on his watch as parks commissioner that the heavy lifting was done on this and dan's --

Zari Santner, Director, Portland Parks and Recreation: Good morning, mayor and commissioners. I'm going to be very, very brief. It is a privilege for me to honor Portland parks foundation and anne naito-campbell for their efforts to raise the necessary funds for the bill naito legacy fountain honoring late businessman and civic leader, bill naito. Council adopted waterfront master plan in 2003 and that master plan recommended that the area of ankeny pump station and ankeny plaza area, the redeveloped and activated with a public attracter. And it's a very good plan, but the bureau lacked funding to implement any part of the master plan. The relocation of the saturday market created the impetus to look at implementing part of the recommendations of that master plan. And when we began the conversation with Portland development commission it became very clear that the budget for redevelopment and relocation of saturday market was not sufficient to create the public attracter. So as has been the case in the past, we turned to our great partner, Portland parks foundation, and asked them about the potential of raising the necessary funds. And we also were aware of anne's interest in helping create a signature piece of improvement in that area of the park. So the two sides joined forces and with parks foundation's leadership and anne's personal commitment and passion for getting this done, they actually were able to raise the necessary funds within less than a year and I also want to thank commissioner Saltzman for his encouragement because we did not have the money in hand to start the design, but he agreed that we needed to give anne the foundation -- the opportunity to raise these funds. As you know, the improvements are under construction and saturday market will move to this site mid may and the rest of the improvement will be completed in early july and we will have a grand opening slated mid july. So before I turn to linda, I want to express my sincere gratitude to both the parks foundation, linda, the board of the parks foundation and her family and all the people who contributed.

Linda Laviolette: Thank you, and good morning, mayor and commissioners. It's my pleasure again to be sitting at this april which we did last april as well to bring good news. That we're bringing dollars to our city from our private citizens, from businesses and foundations and individuals. Significant dollars to help create and manifest dreams and as you know, we're all about the private-public partnership and bringing together those resources, what they can do for our city. And when anne came to us over two years ago and said, I really would like to do this, i'm passionate about this, this was my father's dream, but I don't know exactly how to go out and raise six figures like that that in a very short time frame. Can you help us? And we were delighted to jump on board because we have our partner the parks bureau that we work closely with and to work with a passionate person like anne, it was hard to resist and we did not. And we're happy to say we helped make that happen and there were some who told anne and I you can't accomplish this in a short amount of time. We're happy to prove them wrong and happy to show that stepped and -- citizens stepped up. There were 37 donors, to please stand up and be acknowledged. [applause] and I handed to nick and I believe he's passed out to you -- did you do that, nick?

Fish: Yes, I did. I always do what i'm told by you, linda.

Laviolette: See, it works well. You have a list in front of you of all 37 donors and attached to that list is something else I want to talk about that we brought to this project that was not part of it initially. And that was an advantage of the public-private partnership. When we play together,

April 8, 2009

there's a magic and inspiration and what we brought to the partner that wasn't there before was a poetic tribute to all of our ancestors, the people who were originally in Portland and came to old town to make the city that we have today. That poem that you see in front of you will be in the granite risers two fountain and we're proud of it and look forward to seeing you at the opening.

Fish: And that's?

Laviolette: July 16, at the noon hour. Several hours of entertainment and fun.

Fish: Thank you.

Laviolette: Now --

Anne Naito-Campbell: Anne naito-campbell, good morning, mayor. And commissioners. I'm going to read my remarks since this is the first time i've ever been up here and it's quite intimidating.

Adams: Oh, we're pussycats.

Naito-Campbell: Yeah. Thank you, commissioner Fish, for taking this time to talk about my father and the new legacy fountain project. It was a pleasure to work on this project as it was very close to my heart. I'm grateful to be able to give back to the city and we owe so much to the city. My family. And they're here today. Had it not been for our great partnership with Portland parks foundation, the Portland parks & rec, Portland development commission and the port of Portland, this dream would not have come true. I could not have done this without the support of my family and the bill naito family, my brother ken and cousins larry and ron. My daughter erica and grandson grover are here with me today and as you can see, they are soccer fans.

Fish: Can we ask them to stand?

Naito-Campbell: Sure. [applause] in 2002, I walked into the parks bureau off the street and talked to david about our dream about creating a remembrance to my father because there was nothing to explain why naito parkway had been named for my father. So it was just naito parkway with no -- nothing. So then in 2006, Portland development asked if we would spearhead a fund-raising effort to enhance the fountain in waterfront park and between 2002 and 2006, we had lots of meetings. So I -- I commend you all for what you do today. I had no idea how to do this, but with the help of the foundation and my wonderful leadership team, we met our goal. I want to thank my friends on the leadership team. Sam brooks, sho dozono, greg goodman. Linda lovelet, sandra mcdunna. Ken thrasher and steven ying.

Fish: Never heard of them but congratulate them for their efforts.

Naito-Campbell: And steven is in the audience. For those who did not know my father, he loved great parks, great trees and great public gardens. He believed they are what make a city great. He worked tirelessly on civic projects like waterfront park, the japanese-american historical plaza, pioneer square and the Portland classical chinese garden and i'm going to put a plug in for our libraries. Because he was raised by immigrants and he didn't read -- he didn't know how to read english. So he went to the library. And there was a kind librarian who actually taught him how to read. And my grandfather immigrated to america from japan in 1917. My father was a second generation japanese american born in america. He went to Portland public schools and reed college. He loved Portland. Before his death in 1996, my father often talked about building a sister fountain to salmon street springs. He realized that the north end of waterfront park needed this kind of revitalization. This summer we'll realize his dream 13 years later. This bill naito legacy fountain pays tribute to all of our ancestors and to our rich and diverse heritage in Portland.

So in my father's memory, we will dance in the fountain on july 16th and I invite everyone to come join us. Thank you.

Adams: Thank you very much. Do we have invited guests? We do not? Has anyone signed up to testify.

Moore-Love: No one else signed up.

Leonard: Are we voting or -- is this just a report?

April 8, 2009

Adams: An ordinance.

Leonard: An ordinance.

Moore-Love: Nonemergency.

Adams: So -- any comments.

Saltzman: Well, I want to thank anne naito-campbell and her family, cousins, father, mother, grandfather. Your family is one of those legacy families here in the city of Portland. And it's because of the many contributions, primarily, that bill has done to improve the infrastructure of the city, the green infrastructure, as you said, the gardens, the river, but I do remember -- I had the pleasure of working with bill when I was first elected to the county commission in 1993, and we undertook successfully with the voters' support, the major renovation of the central library which as you see now is a real gem and we were on the committee that was doing the fund-raising for the campaign to get it passed. So I had many great stories he told me about the importance of libraries to him. And including what you had mentioned. He also had a great idea, since the county runs the juvenile justice department, he had a grand idea of when the libraries close at night, bring in the kids from the juvenile justice and have them read all night long. [laughter] somehow the execution -- we're incapable of the execution of it. But it was a great idea and I think he had a lot of great ideas but sometimes the execution fell short. We need people like him for putting up the great ideas and I want to thank you and the family and I think I speak for zari and myself and probably linda when we were considering your eagerness to raise funds and we were doubtful about your ability to raise \$750,000 in a short period of time. It was a daunting schedule by any yardstick and it's amazing to sit here and you've achieved your ambitious efforts once again, the city will be blessed with a tremendous asset on the waterfront in honor of your father and i'm proud of you and want to say thanks.

Leonard: Well, I was one of those who had the good fortunate of not just knowing who your father was, but actually having him as a friend. And started out in the most unlikely circumstances in my role as a fire inspector. [laughter] and bill, as you know, was a very hands-on property manager. I mean, despite his tremendous success, was a man of the people. And that was exemplified by the very first time I made an appointment to go see him, expecting to find a very plush, private office. And bill was known for sitting in the middle of the room with a desk surrounded by everybody else that worked for his business. Just as another person working there. And behaved that way and carried himself that way, and it's really unfortunate -- I mean, we're having this great discussion today about this memorial, it's unfortunate people don't appreciate and remember what a colorful man he was. I mean, he was not just a successful businessman, it's -- we have a number of successful businessmen in this city. What distinguished bill amongst all others was his unique personality. And his way of speaking. I mean, anybody who spoke with your dad just loved listening to him talk. He was a -- he had his own way of talking. That was enchanting. And i'm sure you would agree. It was -- it was just wonderful to know him. And then when I got elected to the state senate, I actually got to work with him on legislation that he wanted introduced that I was happy to introduce for him on preserving historical buildings and I just treasured, even at the time, not knowing he was ill, working with him. He was just such a thoughtful, unique gregarious expansive thinker. I love working with people like that. And so this is a fitting tribute, but just doesn't really capture for people who didn't know him who your dad was. He really in so many ways represented Portland as we understand Portland in all of its greatness. And -- and I walk through old town these days and think about him and miss him. So it's really nice that you've carried on this legacy and that your family has and it's important to all of us, but means a lot to me. So I appreciate it.

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

April 8, 2009

Fritz: Thank you very much, and as I see you sitting there, I see an example of the Portland parks foundation working with the parking bureau and generous donors in the community that's a legacy for Portland. Thank you so much.

Adams: I miss your father and husband and grandfather as well. I would add -- agree with everything said and also add how much I appreciated his often under-stated deadpan sense of humor that when I first moved to Portland took me a long time to figure out that he was totally pulling my leg most of the time but in a way that was instructive and I really appreciated that approach. And the fact that he was such an approachable and informal person, and so I think this is a very fitting tribute and want to thank you for your work, anne, and thank the foundation and the parks bureau and the entire family for your carrying on that legacy into action. Aye.

Fish: Did you vote -- oh, we haven't called it yet. First, anne, i'm going to ask you -- one more parks matter and then we have another matter on our agenda that I think you're going to be interested in an announcement. If you want mind sticking around for a few more minutes, I think it will be worth your while. To the public, I want to say this morning, look at these three people before us and if you ever wonder why it is we have a great parks system, you have to understand it's because of people and these are three of our best leaders who make it happen and it's not an accident. Anne, I want to close by saying that having served in government and -- served in government and most of my life, outside of government, what i've learned in my life, the indispensable people in our community are frequently those who don't serve in government. That's not to take away from people who do serve in government. But when you're in government, there are limitations on what you can do and that's why we rely on people outside of government to be first citizens and my time in Portland, every time the word "first citizen" comes up, people say bill naito. And while I did not know your dad, i'm proud to have a chance to work with the next generation on a whole range of projects and I want to close by saying when I was young, I lost my mother and I had a surrogate mother named ida ely. And her family had been interned during world war ii and that experience was powerful for me learning about that and my dad worked on the reparation -- to give reparations to people who had their civil liberties suspended and there's a lot of liberties that we're celebrating and while I don't have deep roots, I have great respect to what your family has done and thank you all and we'll be voting on this next week. If your family can stick around, we're going to do one other parks business and then go to the next agenda item which I think you're going to be interested in.

*****: Thank you.

Adams: Karla, please read the title for council item 359.

Item 359.

Adams: Commissioner Fish.

Fish: Thank you, mayor. I would like to thank the parks staff and community members who have worked on the south waterfront neighborhood park. We had extensive public involvement in the park design process and the final design as council knows, because we brought it before you a few weeks ago, open gardens and lawns and natural areas and construction began and will be completed in august with the lawn portion established by october. Up until now, the park has simply been referred to as the south waterfront neighborhood park and today we're happy to propose that the park be named after one of Portland's earliest pioneer women. Elizabeth caruthers was one of the original settlers on the willamette river where the site sits. The site is believed to be the location of Portland's first cabin. It will tell the story of the cabin and the areas' first settlers and i'm proud that the city of Portland will be honoring one of Portland's many historical women leaders and very few parks in Portland are named after women who have played such a critical role in shaping our city. Now, in preparing for today, I would loved to have invited a female descendant of elizabeth caruthers to accept the honor, but to my knowledge, she only had one son and there are no surviving members. I found a liz caruthers -- and the name is spelled differently. But she's a complete

April 8, 2009

stranger so I spared her that. There was -- I will tell you, some discussion -- there were some other compelling names, including the names of some community leaders who were instrumental in this park who are still living and without getting into those names, I will say we do have a tradition of frankly waiting to -- to naming parks after people who are no longer with us and there are unusual circumstances where we can modify that. And it's not to say that the council could not decide someone living could be honored. I think in the right circumstances it would be appropriate and if it's the will of the council, we can do it. But I'm delighted to put before you the name of Elizabeth Caruthers and Zari has a few more words to add.

Santner: As you know, we have a naming policy and we sought citizens' input and asked for suggestions for names. A lot of names, none of them were compelling to the naming committee that was formed and the naming committee that had a historian within them suggested -- a historian, talked about Elizabeth Caruthers and her being the first landowner in that area. And then we took it back to the neighborhood association, to the public, and they didn't have any issues with it and we're proud that we are naming this park in very, very sustainable neighborhood and the park itself is going to be very, very sustainable. Commissioner Saltzman, you will love the stormwater areas and I'm pleased that the park is going to be named after a woman and hoping you will authorize that.

Adams: Go ahead.

Saltzman: When you say urban gardens, does that mean community gardens or --

Santner: What the community requested is a combination of some edible but mainly beautiful flower gardens. Yes.

Saltzman: Maintained by --

Santner: By parks.

Saltzman: Ok, right.

Adams: Anyone signed up to testify?

Moore-Love: No one signed up.

Adams: Anyone in the room who would like to testify on council calendar 3 --
*****: 59.

Adams: -- 59. This is a nonemergency and moves to a second reading.

Fish: Thank you, Zari.

Adams: And with the council's permission, I'd like to --

Leonard: Actually --

*****: -- item -- this is your item, Commissioner Leonard.

Leonard: I actually wouldn't mind the extra few seconds. Staff is working furiously in my office.

Adams: We have a time certain at 10:00 a.m. Karla, please read the title for item 360.

Item 360.

Adams: So I'll do a few introductory remarks before we hear from Barbara. Focusing density along transit corridor dollars serve to keeping Portland livable and affordable as we continue to attract growth. It's also important in terms of maintaining the existing single family neighborhoods in the city by focusing density along transit and transportation corridors. This tax exemption will help get the project off the ground which will help us fulfill the transit and transportation goals and I want to thank Barbara and others for their work on this and they'll be giving us a brief on this.

Barbara Sack, Bureau of Planning and Sustainability: I'm Barbara from the Bureau of Planning and Sustainability. This is a request for a 10-year tax exemption under the T.O.D. Program. The request is being made by one 19 Towers, represented by Andrew Kelly who is here in case you have questions. It's one of the city's two tax exemption programs and available in designated areas of the city planned for transit oriented development. It provides a 10-year tax exemption on a mixed used or single family project located within a quarter mile of a transit facility. This project is located on the southeast corner of the intersection of East Burnside and which is near the 122nd Max

April 8, 2009

light rail station. It's a five-story building and 40 apartments. The unit mix is 21 one-bedroom and 12 two-bedroom and includes 31 parking spaces on the ground floor. The parking ratio we'd like to note is lower than usual, one-to-one ratio. There's no required parking because of its proximity to light rail and they've reduced parking. One space will be reserved to be a car sharing space. The applicant plans in the future to develop three tax lots to the east with two more realize buildings, however, this -- two other residential buildings and this tax exemption is just for the first phase, which is the rental apartment building. The applicant is required to meet an affordable requirement and provide three other public benefits. The affordability option is providing 20% of the units for low-income households at or below median family income. And this project will meet that criteria, six of the units that are affordable will be one-bedrooms and two two-bedrooms and this reflects the unit mix. And three other public benefit options. The first is residential density at 80% of the maximum density. For the rh zone, which the site is located in, this means 68 units per acre to meet this test and this project will provide 90 units per acre. They have a dedicated car share and structured parking which are the other two public benefits. Every t.o.d. Project must be reviewed for the economic necessity of the tax exemption of the project. This application was reviewed by p.d.c. Loan committee on february 26 and they found that the tax exemption was necessary for the economic feasibility of the project. The standard here is the internal rate of return. The city code says it has to be under 10% for the first 10 years of the project with the tax exemption. The rate of return for this project is minus 7.7% so this is under the standard. P.d.c. Forwarded the recommendation to the planning commission who held a hearing on march 10th. Recommended approval of the project with the following conditions. The affordable units as specified be provided for the length of the tax exemption, the other three public benefit options specified be provided and that all building permit requirements including compliance with the community design standards or design review be met. They found this project provides 40 units of mixed income rental housing in a block of 122nd avenue max station and this is the type of high-density housing that the t.o.d. Program was meant to incent. If you have questions.

Adams: Questions from council?

Fish: Go ahead, please.

Saltzman: Just one question. I thought on the list of benefits, public benefits, we used to have a three-bedroom unit. Are three-bedroom units a potential public benefit a developer can choose from?

Sack: I believe that's on the list, but you only have to choose three out of I believe 12 options.

Saltzman: I was looking at the list and there's 15 of them.

Sack: Yeah, 15 is a lot.

Saltzman: You understand, that's still one of the public benefits the developer can choose.

Sack: It's a choose.

Adams: You're not finding it on the list?

Saltzman: No, i'm not.

Fish: It is one of the choices and if it's not in the text, it's a scribner's area.

Adams: No. 2.

Sack: No. 2.

Saltzman: There it is right there.

Fish: [inaudible] recently opened a development on interstate and some of the nicest units were three-bedrooms dedicated to folks for section 8 vouchers. This is a straightforward application. Talking about 10 years. Doesn't involve us in any discussions about extensions under what circumstances and it's been vetted up and down the line and subject to our more vigorous oversight in terms of compliance going forward and i'm pleased to recommend this to my colleagues.

Adams: Anyone signed up to testify?

Moore-Love: No one signed up.

April 8, 2009

Adams: Anyone in the room like to testify on item 360? Not seeing or hearing any, Karla, please call the roll.

Fish: Are we voting on this today.

Adams: Yes, emergency.

Fish: Great work, barbara, as always. Pleased to vote aye.

Saltzman: Good work. Aye.

Fritz: I very much appreciate this program and like the fact that this is on 122nd and burnside and providing mixed income. It's not all one or other. It's providing density that will support the transit. Aye.

Leonard: Aye.

Adams: Aye. [gavel pounded] ordinance is approved. We'll now take the items pulled from the consent agenda. Karla, please read the title for council calendar item 368.

Item 368.

Adams: Is ken rust in the room? He was supposed to be here. All right. We'll come back to 368. Can you please read the title for council calendar item 373?

Item 373.

Adams: Commissioner Saltzman.

Saltzman: Yes, the reason this was pulled from consent is so I can offer an amendment to delete the last paragraph on the last page concerning the director of environment services having the ability to execute amendments and increasing the cost above the authorized amount. That's not supposed to be there. Moving to strike that.

Fish: Second.

Adams: Moved and seconded to strike the last paragraph, so noted by commissioner Saltzman. Any discussion on council regarding this amendment? Anyone in the room that would like to testify on this amendment? Hearing no discussion or desire to testify, would you please call the roll on the amendment.

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

Adams: Aye. [gavel pounded] amendment is approved. The title has been read. Any discussion on the contract itself? Is there anyone in the room that would like to testify on council calendar item 373? Hearing none, it moves to a second reading next week. Could you please --

Fritz: Emergency?

Adams: No. Can you please read the title for council calendar item 375. It takes a whole village, doesn't it?

Item 375.

Adams: Commissioner Saltzman.

Saltzman: Thank you, mr. Mayor. This ordinance is being brought forward to authorize Portland police bureau to apply for stimulus money to hire and train 20 police officers. Federal stimulus money. Community oriented policing services office or cops. This will fund 20 officers for three years each. At the end of the three years, Portland police must retain the officers for at least one additional year. To provide greater detail, i've invited captain mark kreuger, project manager for the stimulus grants. If anyone has questions.

Adams: Any questions from the city council? This is an application, so we would -- it would come back to council for acceptance where we have an opportunity to discuss it in terms of the fiscal picture for the next five years.

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

Adams: Any additional questions from council? Anyone in the room like to testify on item no. 375. Thank you, this is an emergency. Karla, please call the vote.

Fish: Aye.

Saltzman: Good work. Aye.

April 8, 2009

Leonard: Aye.

Fritz: Thank you for your work on this. I do want to notice it does commit us to funding the positions after the three years for one additional year. So that's commendable because we want to keep our police staffed. Aye.

Adams: Thank you, Barack Obama. Aye. [gavel pounded] we're on the regular agenda. Are we ready to --

Leonard: We are.

Adams: Karla, please read -- this is a second reading -- council item 376.

Item 376.

Adams: Commissioner Leonard.

Leonard: Thank you, Mayor Adams. If I can ask Anne and Dan of Ramsay signs to come forward. As the council knows, we had a -- I think, it would be fair to characterize it as an intense discussion last week on the subject of the Made in Oregon sign. And the ordinance that three of the members of the council introduced to condemn the sign. And it was -- I took all of the comments last week to heart, and seriously, but it was my belief that in order to have a conversation that we'd been attempting to have, we needed to be seated at the table to have that conversation. And it was my view that although unfortunate, it was important to have the condemnation ordinance introduced. Literally, the next day, Jan Oliver and Darryl Paulsen and Art Demerrill, the owner of the building, sat down and talked and we had a productive discussion which led to creative ideas. It included us agreeing to meet again yesterday and we agreed on -- I'm happy to announce, composition of the sign. This literally just came together this morning. And ty, if you want to show on the screen. I do need to be careful in describing this, because this is simply a graphic design as produced by our shop that needs to be refined by Darryl Paulsen and the University of Oregon and there's aspects of the tentative agreement we reached which I would characterize as technical in nature but essentially what you see here will be the agreed to sign. I really want to thank Jan Oliver for her creativity and focus and advocacy on the part of the University of Oregon and Darryl Paulsen for being not just a good partner in making this happen, but as some of you know, he's also donating the services of Ramsay Sign to construct the rose that will be on top of the McCall's building and a partner in helping the rose festival succeed. I appreciate that as well. I really need to especially thank my two colleagues, Mayor Adams, whose agreement early in morning on a particular aspect of this was key in this compromise that we reached. So thank you, Mayor Adams, for your forbearance and willingness to work to find a middle ground. And also Commissioner Fish for having the faith that taking the action we did would hopefully not result in us taking legal proceedings, but actually inspire a conversation that in fact happened, and I believe Portlanders, p.s.u. Students, and p.s.u. Alum, and U of O Alum will celebrate. I think the sign we see here will be forevermore in the public domain under the constant vigilance of our partners, the University of Oregon and I can't thank them enough for their willingness to find this middle ground. So Jan, if you would like to say anything. Daryl. I turn it over to you.

Adams: You just have to give us your name.

Jan Oliver: My name is Jan Oliver and I work for the University of Oregon and it's been my pleasure to represent the university on this particular issue. I would like to say we're pleased with the outcome. We had always assumed that reasonable people could come to outcomes that would be beneficial for all concerned and that certainly did take place. As Randy alluded to, it was sometimes a messy process, but so be it. The outcome is clear. And we are comfortable with it. And I know Randy and I are extremely relieved. [laughter]

Leonard: Understatement.

Oliver: I would like to take the time to acknowledge all of the people who weighed in on this. Regardless. I mean, this really ended up being quite a -- quite a public conversation with many, many ideas. Some way out of the box, and some quite in the box. I think the public is always well

April 8, 2009

served when people participate in the conversation. And to that end, I really applaud the many, many, many folks who joined this conversation looking for a good outcome. So a salute to us all.

Leonard: Daryl.

Darrel Paulson: Darryl Paulsen with Ramsay signs. It's good to see with the political posturing and the things that happened over the last several weeks that we reached an agreement that worked for the university and the citizens of Portland as well and we're glad to get this resolved and start moving forward.

Leonard: Thank you both again, very much.

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

Leonard: And it shouldn't be lost on anyone why we asked Steven Ying and Anne Naito-Campbell to stay. Because it really -- the design that's there now was created by Bill Naito and the Old Town designation was invented by Bill Naito. And it's really, as Jan said earlier, serendipitous, that Anne Naito-Campbell is here to see what I actually believe will be the last incarnation of this sign.

Forevermore and we'll forever --

Adams: Got a thumb's up.

Fish: I'm glad to get my computer server back today. [laughter] because we have received quite a few emails. But there's no email that was more thoughtful that I received than Anne Naito-Campbell's email in which she made a plea to retain the Old Town designation on the sign to honor the history of the sign and the location. And I know people, reasonable people are going to have different views on this, but I'm particularly pleased that the Old Town Portland designation remains on the bottom and I -- you know, sometimes politics is like sausage making. It's not always neat. But it's gratifying when a process ends with a result like this. I want to echo and thank you both for your work. We would not be here without your good faith at the table.

Oliver: As a member of the Old Town-Chinatown neighborhood, I would like to say that the Old Town designation remaining on the sign was very important to us as well. And I know that Commissioner Leonard and I were both pleased to see that piece of agreement get resolved.

Saltzman: Who owns the sign?

Oliver: The University of Oregon will proceed with buying the sign.

Saltzman: So we no longer need this resolution to condemn?

Leonard: When we conclude remarks, I'll make that clear.

Adams: Commissioner Leonard has requested of us to send it back to his office and unless there's options, that's exactly what we'll do.

*******:** All good. Thank you.

Fritz: Thank you very much for the process and coming to an agreement. And I wanted to clarify that the new lettering will go to the Historic Landmarks Commission for review so that -- correct?

Saltzman: We're aware of that.

Fritz: So that the public will have an opportunity to comment again. And I agree that the public involvement on this was very much help -- very helpful and very much appreciated.

Adams: Before you leave, I want to thank Commissioner Leonard and Jan and the good folks at the sign company for their forbearance on this issue. One thing that I especially like about it, it's a great icon, this is a great icon for all of Oregon. And I think it restates our commitment to be part of one Oregon. And for -- that's one reason that I think that the specific design that you've come up with is just -- so incredibly powerful and positive. I want to thank, again, Jan, the sign company and Commissioner Leonard. This item returns to Commissioner Leonard's office. [gavel pounded] all right. That gets us to the regular agenda item. Karla, please read the title for Council Calendar item 377.

Item 377.

Adams: Good morning, Ms. Ames. Welcome to the city council.

Betsy Ames, Bureau of Planning and Sustainability: Thank you.

April 8, 2009

Adams: What should we know about item 377?

Ames: I'm with the bureau of planning and sustainability. This ordinance amends city code to [inaudible] newly emerged planning and sustainability. In January, you directed us to come back with code change to formalize the new bureau and city code and that's what this ordinance does.

Adams: Any discussion or questions from the city council? Is there anyone -- thank you, Ms. Ames. Is there anyone in the audience that would like to testify on council calendar item 377? Hearing none, seeing none, this moves to a second reading. [gavel pounded] could you please read the item back on -- please read the item for council calendar 368?

Item 368.

Adams: Mr. Rust, could you please give us an overview of why we're adopting this and what's the substance of the investment policy?

Ken Rust, Director, Office of Management and Finance: Certainly, good morning, for the record, I'm Ken Rust, the director of the office of management and finance. The resolution would have you adopt the city's amended investment policy. The city annually prepares an investment policy as do all local governments and outlines the instruments we're allowed to invest our public funds in. Those instruments are largely dictated by state statute. And also is reviewed by our investment advisory committee before submitted to the council for approval and also reviewed by the Oregon state short term fund board which has the responsibility for reviewing investment policies of local government in the state. This particular resolution amends our existing policy to include a new class of investments we would be allowed to purchase with our public funds. The state treasurer's office has told local governments they do not need to bring back for review an investment policy that incorporates this new option. In response to the credit crisis late last year, the federal government has offered insurance or guarantee of corporate obligations issued by corporations in the United States that would be backed either by the FDIC or some other type of federal guarantee of the interest and principal payments when due. Making it an obligation, if you will, of the U.S. Government. And, therefore, creating a very secure form of investment for governments like the city of Portland. And so with this particular resolution does is adds that particular investment option into our investment policy and it's been reviewed by investment advisory committee. They recommend we add that investment option to our policy and that's the amendment that's part of the policy in front of you this morning.

Adams: Council discussion?

Saltzman: Is it all corporations that issue debt or some subset of corporations that get guarantees?

Rust: I believe it's U.S. financial institutions subject to the particular authorization of the federal government that has this guarantee. It extends through January of 2001. It's a limited window. A recognition that some corporations were having a difficult time accessing credit markets to do short-term borrowing and that was a big problem and, therefore, the U.S. economy. And by having a guarantee of the federal government behind them, that really unstuck that frozen part of the credit market for them and also provides a sound investment choice for governments and other purchasers of those instruments like the city of Portland.

Adams: Any other discussion from council? Is there anyone in the room that would like to testify on council item 368? Karla, please call the roll.

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

Fritz: I'm still looking at council agenda items with the eyes of a fresh person who three months ago was a layperson and citizen, and looked at this item, wow, this sounds important and interesting. So I really appreciate the concise overview you just gave us. It's an amendment to our policy that we have. Investment advisory committee and I'll be looking for even more information about what our city does with our investments and -- but I'm comfortable this is a government-backed security that sounds like a good policy. Thank you. Aye.

April 8, 2009

Adams: Aye. [gavel pounded] item 368 is approved. Karla, please read the title for council item 378.

Item 378.

Adams: Commissioner Fritz.

Fritz: This item was going to be considered earlier and again, it was -- raised issues for me as far as why we're spending this amount of money, why and who and Debra Stein is here to tell us more about that.

Deborah Stein, Bureau of Planning and Sustainability: Thank you. Good morning, I'm Debra Stein with the Bureau of Planning and Sustainability and I wanted to give you a brief overview of this item, to explain it more. And with me, Brian Sheehan, who has been serving as the project manager on the city side for this project and I'm pleased that Karen Shilling, planning director from Multnomah County is here as well. And I really appreciate her taking the time to join us, because I think they might be able to answer questions I might not be able to. The item before you is to authorize a contract with P.B. Americas to prepare a concept plan for Bonny Slope West. And this authorization of the contract is the next step in a path we laid out through an intergovernmental agreement approved by City Council last year. So this is the next anticipated step is to move forward with this concept plan. Let me give you a little bit of context to explain this a bit. Bonny Slope West is an area, about 120 acres, unincorporated in Multnomah County. The area is situated three-quarters of a mile west of the city of Portland urban service boundary. I have a map if that's helpful to you in setting the context.

Saltzman: You can put on the screen? [inaudible]

Fritz: Actually, it's the other side of forest and not adjacent [inaudible]

Stein: Washington County to the west. The area is neither contiguous with Portland's city limits or with our urban service boundary. I know that's where the questions come up, why the city is preparing a concept plan. Let me explain. Back in 2002, Metro amended the urban growth boundary to include this area. And requires any newly added areas to the urban growth boundary are required to have concept plans to show how they would be urbanized and those plans are required to be adopted by the governing jurisdiction. In this case, it's Multnomah County. Multnomah County has been assigned the responsibility to prepare the concept plan but because they recognize they have neither the expertise or capacity to do urban planning, they looked to the city of Portland to work with the county through a consulting arrangement that we use our own expertise to prepare this plan. But basically we're a consultant to the county to do this -- we're a consultant to the county. It's contrary to be -- it makes sense through a number of negotiations a while ago that the county contracts with the city to do that plan. As I say, that arrangement was formalized in an i.g.a. Approved last year. By City Council and by the Multnomah County Board of Commissioners and spells out the expectations of roles and responsibilities between city and county, how we would be working with a consultant to prepare the plan and what the schedule would be and so forth. That had a number of specifics and logistics and expectations all laid out. So what's before you is again, the next step in moving forward on that. There are a couple of reasons why it's in the city of Portland's interest to be engaged with Multnomah County on this project. We have an interest in seeing what happens on our boundaries. I think we have particular interest in ensuring any future urbanization of this area is designed in a way that respects the watershed characteristics, the topography and terrain and a number of physical characteristics and we have an interest in making sure that planning is done well. There's a critical habitat. And we have an interest in seeing what happens there. And in addition, this is part of a larger area in the Northwest Hills which is an urban reserve candidate under discussion today. We have an interest in seeing what happens on the edge of our city. And see that doing a concept plan for this, offers to do something interesting and sustainable and we specifically looked at the P.B. Americas proposal as an exciting opportunity to do a model of a different kind of urbanization planning that hasn't been done before.

April 8, 2009

Linking stormwater management and things into the plan. The agreement we have with Multnomah county is respecting a long standing and cooperative relationship we've had with the county dealing with urban rural issues and we see this as an extension of a relationship that's worked well in the past and look forward to continuing that in the future. The contract we're asking to you authorize, it will deliver a concept plan that will comply with metro's requirements and that includes a roadmap through what are complicated issues of governance and service provision which have to be worked out prior to development or annexation of this area. There are a number of things that have to be worked out and this contract will help us navigate through that complicated maze and we may need to follow up with additional technical study after this, but this will get us on the road to figuring out the complications. With that, i'm happy to answer questions.

Adams: Discussion from council?

Fritz: First the money from this is from metro, from a construction excise tax that metro put in place to fund it kind of thing. In terms of what we're using taxpayer money for. And mayor Adams and I are going to the metro policy committee tonight, we serve as representatives on that committee and I wanted to get the council starting to think about this issue of urban reserves and expansion and what we can do within the urban growth boundary and what are the challenges at the edge. And this is certainly an edge area. But when we look at how much it's going to cost to develop this area or provide urban services, there are significant challenges. So although i've heard from one of the property owners at least and others that are concerned this is taking too long and unhappy with the existing conditions report, I think this is an important second step to make sure we do fulfill our obligations under the statewide planning laws to metro. And also demonstrate our partnership with Multnomah county that we're appreciative of collaborating on these services. It's somewhat of a challenge for the bureau of planning and sustainability with the current funding crisis. It will take staff time which is isn't entirely paid for by the contract and I wanted to highlight.

Stein: Thank you, I appreciate that.

Adams: Any further discussion? Commissioner Saltzman.

Saltzman: This area is already an urban reserve.

Stein: It's inside the urban growth boundary. But it's not contiguous.

Adams: Anyone in the audience that would like to speak to council calendar item 378? Please come forward. Thank you for your presentation. Good morning, welcome to the city council.

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

Adams: Give us your first and last name and you have three minutes.

Diana Godwin: Mr. Mayor and members of council. I'm an attorney in Portland and here to represent the largest landowner in area 93. Jim Crawford. He owns the largest plot of empty land and asked me to present concerns today to the council. We appreciate that there are compelling reasons to go forward with the second part of the planning process. And I can tell you that I was -- I worked with metro back in 2001, december 2001 to bring this area into the u.g.b. And have worked consistently with metro and Multnomah county, which is radically improved. And I also was a member of the construction excise tax taskforce that imposed the construction excise tax so that we would provide money to move forward with planning in this area. I got to tell you, when we saw this existing conditions report and realized the potential financial impact on the landowners in this area, particularly my client, we thought going forward could result in huge losses of value to these people, particularly when we look at the systems development charges being proposed in areas almost next door, which is the north bethany area, where econ northwest, a consultant on this existing report, projected \$100,000 per lot for systems development charges and if that's the case in this small area, particularly, under existing conditions, there's very little buildable land, we're concerned with the robbing of value and concerned that the report did not take into account what had happened in these area. The ones who have .188 acres and my client had all come together and

April 8, 2009

all signed purchase agreement was one large developer, all of the land, including that land with small houses on it, was all conglomerate into one big parcel. Were stubbed out right to the clean water services, sewer services, stubbed out right to the edge of the property, but because of tremendous delay, lack of money for planning and Multnomah county not being able to -- well, we had challenges in figuring out how to go forward with the concept planning. And as a result, this city council last year delayed approving the intergovernmental agreement by weeks and weeks, which caused the developer to walk away. So now the landowners are right back where they were. We've had huge concerns with how this went forward and we think if it goes forward under this existing conditions report it will result in huge losses of value to the people who live there. So -- you know, it's a tough position and I think i'm out of time and I think i'm done. Thank you.

Adams: Thank you for your testimony. Anyone who wishes to testify? Please call the roll.

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

Fritz: Thank you for coming to testify and I appreciate your concerns. I personally think that this contract is a way to continue the discussion and to continue moving forward. And I want to recognize mayor Adams, so delightful to have a mayor who is invested in planning and willing to let me help participate in figuring out some of these on-the-ground issues that matter so much in this particular area and in the big picture of how we grow and develop in the Portland metro area. Aye.

Adams: I want to thank commissioner Fritz for her passion for planning as well and it's a big task and it's nice to have your interest and active involvement. Aye. 378 is approved. Please read the title for 379.

Item 379.

Adams: This is the procurement of eight vehicles, one utility scooter for watering downtown flowers that we hope will be electric. Riding lawnmower to mow the steep hillside at mount tabor and the federal government recently said that transporting children with 15 passenger vans is problematic. We're procuring a 14-passenger van at the advice of city council. We have a lease on a -- on one minivan. Undercover purposes. A lease on a pickup truck for recruitment within the northwest that has a covered payload so they can transport materials around the pacific northwest and the police recruitment effort, at the they'd to trade them out on a regular bases so people don't get used to them and an a.t.v. To provide for the kind of moving and mobility at the gun range that's necessary. How did I do?

Leonard: Great.

Adams: Any questions from the city council that we pay close attention to these items?

Fish: As the parks commissioner, we're grateful for the funding for the utility scooter, the lawnmower and the 14-passenger van which amounts to \$45,500 of the vehicle purchase. Thank you.

Adams: Anything you'd like to add?

*******:** I think you covered it.

Adams: This is an emergency, so we can follow up on the prices that you have skillfully negotiated for us.

Tom Feely: One note, we'll be back next week with the patrol car purchase as well. We intended to file them together, but somehow we didn't.

Adams: Unless there's discussion on council, anyone in the room that with like to testify on item 379? Karla, call the roll.

Fish: I want to take this opportunity that yesterday there was an electric car made of some kind of plastic in front of city hall and when -- I guess I missed the press conference. The mayor rode in this and the dignitaries. And I came out --

Adams: He carjacked it.

April 8, 2009

Fish: There was a guy who let me in and I was starting to -- and I realized he had no idea who I was and I was getting in the car and he was put out. [laughter]

*******:** We'll work on that for next time.

Fish: I don't have -- but it was -- you know, the price was -- I think the price was a little higher than I thought. Although with mass production, it's going to come down dramatically. I know the mayor is working hard to bring the manufacturing of green cars to Portland, particularly swan island, and when you see these new vehicles, and this one, 118-miles per charge or something. Really extraordinary. Here's hoping we become the green car manufacturing capital of the world. Aye.

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

Fritz: Thank you for your diligence. Aye.

Adams: Thank you for your encouragement and I appreciate that. Aye. Thanks for your good work. 379 is approved. Please read the title for council calendar item 380.

Item 380.

Adams: Good morning, mr. Baer, how are you.

Jeff Baer, Director, Bureau of Purchases: Good morning, i'm jeff baer with the bureau of purchases. The oak b sewer relief project, we've opened bids and received eight of those. John l. Jersey and sons submitted the lowest responsible bid in the amount of \$6,377,221. They're in compliance with our equal benefits equipment requirements and have a business license and we identified nine potential divisions that work for subcontract opportunity and they're going to be self-performing, six of those, of which we then have 17% minority women and emerging small business participation of the subcontracting work. We have representatives from the contractor and from b.e.s. Here in case there are specific questions.

Adams: Questions for jeff? Anyone in the audience would like to testify on council item 380? All right. I need a motion to approve?

Fish: Motion.

Adams: Is there a second?

Saltzman: Second.

Adams: Moved and seconded to approve item 380. We had no testimony. No additional council discussion. Please call the roll.

Fish: Aye. **Saltzman:** Aye. **Leonard:** Aye. **Fritz:** Aye. **Adams:** Aye. [gavel pounded] item is approved.

Item 381.

Adams: Unless there's objection, I with like to send 381 back to commissioner Saltzman's office. So moved. [gavel pounded] please read the title for council calendar item 382.

Item 382.

Adams: Commissioner Saltzman.

Saltzman: Thank you, mr. Mayor. This resolution is identical to the one introduced last week, however we have made a couple of changes based on the concerns we heard. We specified the city flag will be lowered only at city facilities so the convention center flagpole, which apparently shares a city flag and state flag on one pole will not be affected by this. And also we've added a clause to reevaluate this resolution in one year's time. As I said last week, this month is national child abuse prevention month. I feel that lowers the flag, our city flag at half mast to honor those children who have died due to abuse and neglect or violence in the proceeding month, that this is an important tool to raise awareness about these people who often have no other honor but this flag lowering and I would urge the approval.

Adams: Council discussion. Anyone in the audience that would like to testify on council item 382? Hearing none, no additional council discussion. I would like to say that i'm going to support this resolution and enthusiastically so, I appreciate the changes you made to make it clear what it's limited to. It's in the best spirit that the united nations -- the tradition that the united nations has

April 8, 2009

adopted long ago to focus on a regular basis vulnerable victims of crime, poverty and abuse. And I want to thank you for bringing it forward.

Fish: Are we going to vote on this today or next week?

Adams: Today. Call the roll.

Fish: I have great respect for my colleague, dan Saltzman and his tireless advocacy on behalf of children. And I think this is a well-intentioned but misguided effort to honor victims of violent deaths who are children. I cannot support this and the amendments while I think are thoughtful, still results in an ordinance, a resolution which I think frankly will, number one, cause unnecessary confusion for the public. They'll have no idea why our flag is at half mast on random days over a 12-month period. And two, it will set a precedent which will I think come back to haunt us in that every other group that has a worthy cause in terms of recognizing victims of violent death will come to council and ask that we give the same honor to the victims of domestic violence, a victim of an unjust war, to the victim of a -- unjust war or victim of crime, and by doing so, I don't think we've established any lines we can thoughtfully distinguish in the future. The other thing I said last week, and I want to come back to, is that we're talking about the flag. The flag is our most powerful symbol. This resolution will provide that we lower the city flag 10 or 11 times more in a calendar year than we lower the flag to honor all of the dead who have fought in all the wars in american history. Think about that. I think putting the spotlight on children who are victims of violent death is entirely appropriate. The only concern that i've raised is that I think, in this casual way, bringing the flag into this debate -- I think we are not meeting the goals that he has set out, and I think we're setting a precedent that is going to create great challenges for us, and I frankly don't know how I can look a veteran in the eye and say that we think a monthly flag lowering is appropriate for one group but for you once a year. I appreciate commissioner Saltzman's tenacity. When he gets set on something, he sticks with it. I am second to no one in my concern about the underlying issue here, but I don't think this is the right vehicle to express our concern, and so again I respectfully vote no.

Saltzman: I appreciate commissioner Fish's concerns. I do want to say that, in the last two days, just casual viewing of local news, the stories grabbing headlines have to do with sea lions being caught and some shot at bonneville dam. Shetland ponies being rescued. Cocker spaniels being rescued. You turn on the news, anytime something happens involving an animal, it's the top headline. When a 1-month-old gets strangled by her dad or 2-year-old smothered by her mom's boyfriend, those things escape the news somehow. They usually get a small sidebar, blurb in a paper, but there's not the outrage as there is shown by shetland ponies being abused. This is an effort to increase the awareness by lowering a flag and for people to find out why the flag is lowered. It is a long-term project and may not succeed in getting the message out, and that's why we will look at it again in a year. But it is my hope, too, that when people -- people will stop and wonder why is a city flag lowered and will start to associate, my god, it's lowered on the 10th day of the month. It must have been a really bad month for kids, the month before. And hopefully it will never be lowered. Maybe we won't have any child abuse or neglect deaths in the entire year. This is an idea I believe worth trying. It may fall on its face. I reserve the right and respect every member of this body's right to fall on their face, and we've all done that at one time or another. I'd like to see if we can build awareness and do something about child abuse, neglect, and homicidal violence of young people. So I vote aye.

Leonard: Well, I appreciate commissioner Saltzman's goals as well, but I have to say commissioner Fish's concerns are exceedingly persuasive. Unfortunately I didn't have a chance to work or discuss this with commissioner Saltzman, but there are some things I think that could have been done to improve his goal here. Last week I asked if this would apply to kids under the age of 18 who died as the result of gang violence inflicted between gang members, and it would. In addition to that, i'm not sure how we explain to women who have suffered domestic violence or families who have lost

April 8, 2009

women who died because of domestic violence -- why we wouldn't do the same kind of thing for them. And I don't think those are fatal flaws, but I do think, with a little bit of work, we could have got to a place where every council member could have supported this. I know commissioner Fish worked very hard to get there, and I appreciate his attempts to find a place that we could have gotten to where all of us would have really wanted to sign onto this and support it. So I'm sorry we could not get to that place. No.

Fritz: This is an interesting and important case, 'cause it's illustrating very valued values that each of my colleagues has eloquently articulated. I would not acknowledge the courage of each person here in speaking about a very difficult issue and the passion I've heard both last week and this week that people care deeply about values and principles and things that others might say, why are they even talking about this? Recognizing the courage that it took to put this back on the agenda for a second go-around. I am supporting it. We, in my office, have the flag on our business card, and it's amazing how many people look at the seal. They know what that is. And they say, what's this? I explain it's the city flag. I think this is an issue the students would have been interested in but they probably had other things they needed to get done. If it helps draw attention to the city flag and why we have a city flag and why it's lowered at half mass, then I think it's a good thing. I'm even more comfortable than I was last week. I appreciate commissioner Saltzman putting in the clause about us reviewing it next year and I do think we need to have. We do continue to have a problem with child abuse in our city and in our society, and I hope that this is the case. I hope, with commissioner Saltzman, that we never have to lower it but, if we do, I hope people will take note and others will mourn for their losses on the day the flag is down, because the flag means different things to each of us. I would encourage other groups, who have suffered losses, to use that day of the month to perhaps gather in front of city hall and remember other loved ones who have been lost. So thank you to everybody. Aye.

Adams: I just would not acknowledge the thoughtful debate today and to echo the thoughts of commissioners Fish and Leonard. I know they're passion on this issue. I am going to support this resolution, because I do think it's, although new and maybe issues might arise that we will need to deal with later -- I do think it's an important opportunity for us to, 'cause -- focus on an issue that are underappreciated by the community as a whole. Aye. Item 382 is approved. Could you please read the title for council item 383?

Item 383.

Saltzman: This is a quick item that allows us to repair and expose sewer pipe that crosses Johnson creek. Approval of this i.g.a. will allow three things to be met. The sewer pipe will be repaired. Property will be acquired that will add parkland, and restoration issues will continue in Johnson creek. I urge the council's immediate approval. There if there's questions, we have people --

Adams: Is there any reason that we should vote against this?

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

Adams: Does council have any questions regarding council calendar item 383? Is there anyone in the room that would like to testify on item 383? Thank you, gentlemen. This is an emergency. Karla, would you please call the roll?

Fish: Aye. **Saltzman:** Aye. **Leonard:** Aye. **Fritz:** Aye. **Adams:** Aye. Please read item 384.

Item 384.

Adams: Good morning. Welcome to the city council. Is there anything beyond the title that you would like us to know about? I know commissioner Fritz has some questions and issues to raise.

Dawn Hottenroth, Bureau of Environmental Services: Good morning. My name is Dawn Hottenroth. With me today is [name] from the department of transportation. What you have in front of you is the first of a number of different code packages we hope to bring over the next year and a half or so. This is kind of the code maintenance piece of it, if you will, the clean-up piece. It's getting the fees updated, changes the language to he, she language.

April 8, 2009

Fritz: I like that.

Hottenroth: It's removing outdated references and code chapters. So this is really just the first kind of nonsubstantive, no real policy changes here process. You'll see from the handout a number of other phases coming your way, new code work. Office of transportation, a stage in there that is being generated from our city attorney's office who have asked us to please change title 17. While not as thick as the zoning code, about half as thick, it is pretty substantial, which is why this process took us so long. We did have a process where we did make presentations to our advisory committee, a development review, a subcommittee of three brave individuals who actually sat with us and went through the hundreds of pages of code so we could point out the individual changes we are making to make sure there was no policy issues there, which they agreed there wasn't.

Fish: This document that you've handed out, this excellent chart, is this something you were able to do in-house on your printer?

Hottenroth: Yes. We have one printer that will print color.

Fish: What floor are you on?

Saltzman: Don't tell him.

Fish: I just appreciate, when you get something like this at council that's big and colorful, it does make it a lot easier to follow.

Hottenroth: And we definitely want to put it in context, because this is really the first kind of noncontroversial piece.

Adams: Noncontroversial. That's what you hoped. Commissioner Fritz?

Fritz: Number 6 repeals 12125 which is the sewer assistance program. We don't do that anymore?

Hottenroth: That project has been completely done. All the property owners have gone through the process. Since that was completed, we did remove the reference to that.

Fritz: I had a question about number 48 which puts drive ways access codes in title 17.

*******:** To be honest, i'll have to get back to you on this.

Hottenroth: I think it was just to help mimic in both titles. There's an awfully large bit of code.

Fritz: I'm wondering if we could make sure we have all of the requirements in one place. Number 50 is of concern to me. It's regarding the street vacations. In comparing the old with the new, what's been removed is reference to the plan commission reviewing street vacations. Isn't that state law that the planning commission has to review street vacations? And --

*******:** Certainly I will look into that and get back to you.

Fritz: I personally will appreciate planning commission review of street vacations. And then the final question I had was regarding the proposed fee changes on page 2. A question on the annual permit renewal fee for advertising benches. I don't know how much the advertisers get for bench way, but it seems its a pretty low fee.

*******:** That right currently is an intergovernmental agency monitored by tri-met, and pdot works with them. Certainly we can look at that agreement to see how that revenue affects both pdot and tri-met.

Fritz: Do they get more revenues than we do from that.

*******:** I would assume so.

Fish: As a fiscal conservative, I want to exempt myself of what my colleague is voicing, but we'd like to keep the fees in a good change for our taxpayers.

Adams: Where you all from up there?

Saltzman: Stevenson.

Adams: I hear that kids from stevenson are the smartest kids in the whole city. Is that true?

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

Leonard: You better hope that's the same school.

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

Adams: Pandering politician that I am.

April 8, 2009

Hottenroth: So it sounds like we will meet with commissioner Fritz' office offline and come back with a potentially revised version of this that I would assume would have a first reading subsequent second reading two weeks from today.

Adams: And I would advise you to just make that was a matter of course. The first offered sit-down with all the commission officers but especially commissioner Fritz because she has years of skill and experience in this area.

Hottenroth: Yes. Thank you.

Adams: That will be held over for --

*******:** Do we have testimony?

*******:** Yeah. I promise i'll call on you. So we would hold this over for -- you want this sent back to my office 'cause you're going to refile it?

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

Adams: So as soon as we hear from linda and anyone else that wants to testify -- mary, are you going to testify? Linda, please. How are you this afternoon?

*******:** Fine. It better be morning.

Linda Bauer: Thank you very much. I want to talk to you about one of the provisions in title 17. We have a subdivision, and we have condos, and the difference between those -- sometimes the only difference between those is the house and land division, the property owners own the house and the land. In a condo, they own the house, but they do not own the land. So -- but pdot treats them totally different. In a land division, pdot looks at the effects of development in the vicinity of the site on traffic conditions and operations. When they look at development of multiple condos they feel that they can only look at the placement of the driveway when the project is outside the land use arena. So we have exactly the same development, exactly the same impact, and yet the review is totally, totally different. When pdot looks at a condo development of exact same size as a subdivision, pdot only looks at the placement of the driveway. You can see from the pdot e-mail that this is because pdot interprets that the code language, 178-8050b, limits them to only looking at condos. Today you are reviewing several proposed changes, and i'd ask you look at safety and operations. You are in the budget process right now and looking at core missions for all the bureaus. Is not pdot's core mission the safety and operations of the entire transportation system? As you can see from the e-mail from pdot, pdot feels limited to only looking at placement of driveways when the project is outside the land use arena. In december, the regular charter improvement commit came up with a list of needed changes, and this item was on that list of needed changes. Please give pdot the authority to require traffic impact studies that discuss adequacy of services even if there is no land use review on a site. The purpose of 178-8050 seems clear the traffic impacts of dividing or developing land may warrant the traffic impact study. Thank you.

Adams: Thank you, ms. Bauer. All right. Anyone else wishes to testify on this issue? This will be sent back to the mayor's office and would be brought back in a different format. Unless objection -- I didn't hear any -- please read council item 385.

Item 385.

Adams: Second reading. Vote only. Please call the roll on 385.

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

Fritz: We did look at the concerns raised at the hearing last week, and i'm comfortable voting aye.

Adams: Aye. 385 is approved. Please read the title for emergency ordinance 386?

Item 386.

Saltzman: This ordinance is being brought forward to authorize an intergovernmental agreement with Multnomah county to provide treatment services related to the service coordination team. The funds were part of the current fiscal year budget, 2008/09, and one of the budget decisions is in part of the police bureau's budget totaling about 1.2 million in one-time funds. Specifically this amount of \$924,000 is associated with treatment, probation, and district attorney services. We have

April 8, 2009

sergeant madding in here and commander mike reese, rachel filofski from office if anybody has any questions.

Fish: I'm just glad that commander reese is here. I'm frankly getting tired of hearing all the accolades for commander krebs, and we know commander reese does a hell of a job downtown. We'd like to see the love shared a little bit, so --

Leonard: I agree.

Adams: Is there anyone in the room that wishes to testify on item 386? Seeing no one that has come forward to testify, it's an emergency. Please call the roll.

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

Leonard: Well, i'm frankly surprised we're not having a presentation, because this is an approach which I heartily support and appreciate commissioner Saltzman bringing forward but which should be really highlighted, particularly in salem right now, when they're discussing keeps prisons open and cutting alcohol and drug and mental health programs. This program singularly -- singularly effective in keeping people who are otherwise committing crimes, victimizing women and even children, defenseless people, by getting them into treatment and causing the core reasons for their law-breaking ways to be recognized as being motivated by drug and alcohol dependence. It is this program that has really done a turnaround downtown, particularly old town, in reducing the crime rate, in reducing the number of offenses committed to people, on people, and it's being managed appropriately in commissioner Fish's words the great leadership of commander mike reese, and sergeant matt ingam were among the folks who spearheaded this program, and it is so effective -- I know commissioner Saltzman knows this -- that we've had other cities from around the country and even victoria, c., come and visit to see what it is that dan and the police bureau is doing to really take this unique approach to law enforcement, which is to try to break the cycle of substance abuse that interrupts the behavior that causes people to offend. And it's effective and works and should be the standard operating procedure not only in Portland but in the state and throughout the united states in reducing the number of people we throw into prison. It is a fabulous program. I can't say enough about dan's leadership on this and particularly commander reese and sergeant ingham. It's an outstanding program. I will do whatever I can to support continuing this excellent work. Aye.

Fritz: I second commissioner Leonard's support for this program and thank everybody who's involved in it. I received a briefing last week and was tremendously impressed. I want to emphasize that it is the city supporting Multnomah county providing services, but again it's another example of the city and county working together to prioritize funding for those services which are most effective and having the correct jurisdiction actually implement those. What this does is target assistance and helps people get into treatment faster than they would otherwise be able to get into treatment, and that's cost effective as well as more compassionate -- compassionate. I was very impressed with the change in attitude I heard at central precinct last week which very much mirrors the change in attitudes in psychiatric and drug and alcohol care that i've experienced over 26 years of working in that field, that it's very much a personal care for the individual needing help. And a sanctuary model rather than a punishment model. This is very necessary and very wonderful, and we need to continue to support the county, as I know mayor Adams is committed to doing, funding the improvements to hooper detox, funding the improvements to the triage center and the dual diagnosis treatment and all of those things which would seem like they're county or state services, and they help save our officers for attending to other problems. And most importantly they get people into recovery and sincerely into recovery. So this is a wonderful program, and I vote aye.

Adams: Well, I want to acknowledge that the impetus of this was former mayor tom potter and commissioner randy Leonard who put this approach together and has been carried forward by police commissioner dan Saltzman who's doing a great job. I want to thank the entire team at the Portland police bureau for your continued good work on this. As has already been well said, this seeks to not just deal with the symptoms but the actual group problems, and I think it's a fantastic approach.

April 8, 2009

Aye. 386 is approved. Ben, I need a little bit of help here. We want to move -- and I just want to flag as early as possible that we will not be having a thursday p.m. April 9th session because item number 393 is going to be rescheduled for april 16th at 6:00 p.m. How do I do that?

Ben Walters, Sr. Deputy City Attorney: There will need to be a motion made to reschedule. The city code specifies at this point that a two-week minimum prior notice for an evening meeting is required. So the motion can occur. This would be a waiver of the code provision and, by code, a waiver requires an affirmative vote of four of the commissioners.

Adams: Ok.

Fish: I move to set this over to the 16th and to waive the two-week --

Leonard: At 6:00 p.m.

Fritz: Seconded.

Adams: Been moved and seconded to waive the code and set this for public discussion on april 16th, 6:00 p.m. Is there any council discussion on this? Is there anyone in the room that would like to testify on this motion? Hearing, seeing none, Karla, would you please call the roll.

Fish: I want to thank the mayor and commissioner Leonard for the flexibility on this. We're hearing from a lot of members of the public. I think having an evening hearing will give a lot of people a chance to weigh in. It's an important issue. I'll get some briefings in the next couple days, and I appreciate their leadership on this. Aye.

Leonard: Aye. **Saltzman:** Aye. **Fritz:** I vote aye.

Adams: Aye. So do I have to do anything else to cancel the thursday? Ok. We are in recess until 2:00 p.m. today.

At 11:31 a.m., Council recessed.

April 8, 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.

APRIL 8, 2009 2:00 PM

Adams: Please read the 504 items -- items 387 and 388.

Items 387 and 388.

Adams: After nearly two years of hard and dedicated work with an extensive and inclusive public involvement process that included a lot of great committed savvy citizens and savvy city staff, we have finalized the transportation development strategy for the north macadam urban renewal area. No small feat. This strategy is comprehensive and exhaustive, creating new localized transportation connections and larger projects resolving needed links to the regional transportation network. Recommended projects are -- include motor vehicle, pedestrian, bicycle, bus, streetcar, light rail, and someday even water taxi modes. The strategy outlines the transportation infrastructure needed to support the success of the north macadam urban renewal area and south waterfront. The strategy includes a top priority list that highlights the projects most important to the district's future and the projects that should be implemented next to -- next to support the district's growth. A few key projects include Improvements to the district's north and south portals, improvements to ross island bridge head and southwest kelly avenue, pedestrian and bicycle projects connecting the district to downtown and layered hill, light rail and streetcar extensions. The north macadam transportation strategy also includes a funding strategy that for the first time identifies possible funding sources as a guide to support project implementation. While the securing -- while the efforts to secure and allocate the funds for the projects in the strategy will be ongoing for the next 20 years, the north macadam transportation strategy represents a landmark step for the future of this area and creates the opportunity for the district to proceed with organizing an agenda and pursuing outside funding. The city continues to be committed to the success of this district and looks forward to supporting further collaborations between area stakeholders and the city staff. And I want to underscore my thanks to the stakeholder advisory committee and to the project staff for their great work. So could staff please come forward? Part of the reason why Portland is known as a great city is because we have some of the most talented transportation planners and transportation managers in the whole united states. And we've got a few members of the a team in front of us. Are you going to start off?

Art Pearce, Bureau of Transportation: I will start off. Good afternoon mayor Adams and commissioners. My name is art pierce, a project manager with the bureau of transportation. I'm very happy to be with you today and to be bringing forward the end of a really quite extensive process. What is the strategy we've prepared? It's a long-range plan, focused in on the north macadam urban renewal area. It's looking at the capacity needs for the district to support the development as it continues to progress over the next 20 years. This project also has a lot of focus on reconnecting areas of south Portland with the riverfront and with the south waterfront area of the district and dod so in a multimode yacht and safe and efficient way. Just to remind you, if you're not working down this area every day, this is a map of the north macadam urban renewal area. So it is -- includes the south waterfront area, the riverplace area as well as on the west side of the i-5 freeway areas of south Portland around the naturopathic college and the ross island bridgehead. So this -- what does this process produce? We have a plan for the short-term needs for the district, those longer term needs of the district and the projects needed to support that. Really went through

April 8, 2009

an extensive process of highlighting the projects and developing a funding strategy. This is going to change over time as new development is proposed, new initiatives come underway and we'll need to respond to the progress of those initiatives. Very, very extensive public process. Two years of work all the way from the very early stages of scoping that the -- what the study should be looking at. Individual interviews, and series of meetings over the course of a year and a half to work through the recommendations together with community members and property owners. A couple open houses and then tons of briefings making sure that everyone was aware of this process. Quick graphic of all the different steps, but I won't go into detail with that. We partnered with all of the area agencies and associations including major property owners, but also with surrounding residential neighborhood associations as well that are outside of the study area, but because we're all affected by the transportation system in this area. In terms of recommendations, we came up with a very extensive list of projects, on pedestrian and bicycle improvements, transit improvements, and motor vehicle improvements. But in order to give us some direction on where to start now that we've identified this large list of projects, we went through a very extensive evaluation process to refine the list and come up with what our top priority and first projects that we want to move forward with. So highlighting the top Priority, transit, pedestrian, bike improvements. Those include completion of the greenway trail, a lot of improvements creating bicycle connections and pedestrian connections along the edges of state facilities that are currently traversed by residents to get down to the south waterfront area, or back over into the lair hill side of the freeway, but making those more safe and more comfortable. Also pedestrian-bicycle improvements along at the end of the ross island bridgehead. That area is hard to traverse for students of the naturopathic college. This is a first step of making that area more traversable. On the motor vehicle side, improvements at each portal, up on the ross island bridgehead for motor vehicles as well, as well as completing the street network in the north district of south waterfront where light rail will be coming through in the coming years. Another place we made some progress was on the south Portland circulation area. That is the ross island bridgehead has for many years had a vision for being remade into an area that was much more friendly to the residents in the community surrounding it. But has had a hard time moving forward with the proposal that was developed first in the '70s, and again in the late '90s. So we did take time to look at some alternatives to what that original proposal would be. Not yet developing a new proposal, but we're able to look At the possible ways in which that bridgehead could be reconfigured and made headway on developing some first phases of what might be able to occur. Another place that we went beyond the standard level of analysis was on looking at funding. So we did go through and look at the standard discussion of what are the possible funding sources, but went through and looked at to what degree our district property owners, district residents and business people contributing to the need for these projects and trying to talk about district share and understanding based on that what projects should be supported to what degree by district sources as compared to outside grant sources. All told, the top priority projects total between 125 and \$160 million. No small amount of cost for these projects. In terms of proposed funding, after going through and evaluating the characteristics of individual projects as well as the characteristics of funding sources, we came up with an array of contribution ranges, from different funding sources. Showing that tiff will probably be the lion's share of the overall contributions, but also contributions from private sources in the district as well as outside public financing. We looked at district share of district sources versus nondistrict sources. Total cost is about 60-\$77 million for district-only serving projects, and in terms of district funding sources, About 80-93 million dollars was projected. The district is supporting its own projects that are purely to its benefit and also contributing to outside regional projects that benefit their connection to the regional system. We believe it would be useful for Portland development commission and the urban renewal advisory committee for north macadam to develop a legislative agenda where they're able to proceed in an organized fashion

April 8, 2009

about which projects we should be pursuing for next round of legislative actions at the regional, state, and federal level. A lot of the projects are on odot facilities so this -- a strong partnership is needed with the Oregon department of transportation in order to move those projects forward and both in the near term in terms of affecting deficiencies for the pedestrian bicycle realm, but also in the long-term reconfiguring ramps to make them more traversable. The other big message is we need to use the local sources that we have and one of them you'll be hearing as the next item, a new transportation system development charge, to leverage outside sources, because just with local source alone we're not going to be able to resolve all these project needs. So next steps, after this I believe it would be beneficial to the strategy to adopt the tsdc overlay. Also the next step is a policy one we need to update the transportation system plan for the city and the regional transportation plan with the region with this list of projects. Then it's one of action, moving into pursuing grants, pursuing implementation of these projects. I have with me girl dean and todd, a member of our citizen advisory committee.

Geraldene Moyle: Thanks, art. So p.d.c. requested, supported, and funded the project over the past two years. We're very excited to see the strategy come to completion, and the process included the scoping with the stakeholders, identifying the projects and a key part was identifying the district share of impacts associated with each project. And the developing the potential funding source package for those top priority projects. Representatives from our urban renewal advisory committee participated in the scoping and also sat on the f.a.c. and in addition to that, we received numerous briefings on the strategy. Based on the development in the district to date, projections for the south waterfront area of north macadam should exceed those initial projections for housing and employment opportunities and the strategy reflects those new projections. We continue to get inquiries for all areas of north macadam, including west of the freeway in an area we call north of kelly, the south waterfront, and also in the johns landing area. Current planning for the Portland milwaukie light rail line, the schnitzer campus for Ohsu, and other development interests north of the ross island bridge reinforce the need for the strategy to be approved and those priority projects to proceed to the next steps. We feel the strategy response to stakeholder concerns regarding the district and its projected development by identifying the city, the property owners, and the interested parties the projects needed, the priorities needed, and their costs. All of those projects are needed to support the future development opportunities and the goals and objectives of the north macadam urban renewal plan.

Tom Noguchi: My name is tom, i'm a resident of meriwether west and also a member of the project stakeholder advisory committee. The purpose of my testimony is to inform the council with regard to the public involvement process that art mentioned and to emphasize the value of that process to the stakeholders. The south waterfront area is to create a vibrant urban waterfront district for Portland. As you're all aware, much progress has been made in the past few years with ohsu constructing the center for health in healing, the tram is completed, which provides a connection between the pill hill and the south waterfront, the streetcar is operating, carrying quite a bit of the residents as well as patients to ohsu. The long-term development and visions about 10,000 jobs and 3,000 homes within the area by the year 2019. The adopted south waterfront Plan provides for the city with urban scale offices, houses, hotels, parks, and retail spaces. Currently the neighborhood park is under construction, which is expected to be completed in october of this year. The gibbs pedestrian bridge is going through final design as expected to be constructed next year. Looking to the future, the full development of the area needs to be served by multimodal transportation system and serve as a transportation hub for south downtown area. The north macadam transportation development strategy will provide a dynamic long-range planning and financing framework for guiding the effective implementation of the transit motor vehicle, bike, and pedestrian projects that have already been mentioned. The north macadam transportation development strategy was developed in cooperation with the project management team and here i'd

April 8, 2009

like to take the opportunity to commend art for the leadership that he provided in directing the staff and consulting efforts in support of all of the stakeholders advisory committee meetings we had. The public involvement process allowed for a collaborative process which assured that the stakeholders had ample opportunity to provide input as well as guidance to the entire process. Everyone had an opportunity to share their ideas as well as concerns about the different projects. You've already seen the number of projects we've had to deal with, so it was pretty sentence 95 terms of I think gathering ideas both from the staff and inputs from all of the stakeholders. Art conducted some field trips to give all of the stakeholders an opportunity to get a feel for a lot of the project impacted areas, and he personally attended several south Portland neighborhood association meetings, bicycle advisory committee meetings, pedestrian advisory committee, and -- in addition to the north macadam urban renewal advisory committee -- budget committee. So overall the process was great, inclusive, and thorough. For myself, as a representative of the south waterfront area, the projects that are important to us include the completion of the south waterfront willamette greenway, the Portland-milwaukie light rail, the improvements in the north district, along with that, the streetcar headway and service hours in the longer term, and the signaling of intersections in south waterfront area. I urge the adoption of the north macadam transportation development system and the tsdc overlay by the council. Thank you for the opportunity to testify.

Adams: I guess I didn't do the introduction of 388. Hopefully it's reasonably self-evident.

Pearce: There will be another presentation for 388 as well.

Adams: Ok. Can I -- .

Fish: Can I ask about the tiff side of the funding? At page 9-8 and the text at 9-13. It says current conservative estimates project \$80 million in future tiff will be available between 212 and 219. Assists does that reflect current p.d.c. thinking in terms of where the markets are and what our projections are?

Moyle: That reflects our current thinking based on a conservative approach to projection based on what's currently in the ground and what currently is in for building permits. We use those projections to project what might occur over the next 10 years. We would say it's very conservative, but that's what we chose to work with to make sure we were dealing with something we could handle versus projecting above and beyond.

Fish: Based on that conservative estimate, and taking out the 30% satisfied for housing, you're plugging in to your \$123 million grid here \$40 million out of the \$56 million that remains. So 80% or something of the tiff.

Moyle: Correct. So we have about \$56 million of that 80 left, correct, after taking -- putting aside 30% for housing. Of that remaining our budget subcommittee and staff elected to project that 70-80% could be spent on transportation, 20% to open space, leaving 10% for economic development. Those are general percentages we've been using to allocate our budget projections going forward.

Fish: There's also, in the projections, \$10 million to go into Portland-milwaukie light rail. Not of tiff, but -- there's \$10 million that is projected here. We heard I think, we're looking at a figure of at least \$30 million local match?

Pearce: That's correct.

Fish: How do we fund the other portion?

Pearce: I'm not sure --

Adams: That's actually a question for me. At this point your question provides me a decent opportunity to thank the stakeholders for an 11th-hour change in the staff work on the overlay where -- two months ago, three months ago in november asked that all the good work that they had done up to this point be a refashion to include a \$10 million contribution for the \$30 million requirement for the local light rail match. Did I do so because we're working hard to come up with the remaining 20. We're not there yet. In addition to that, to make light rail sort of work within the district, it's another \$30 million to sort of knit together the trackage and stops and have them off the

April 8, 2009

ground as high as we need them, and the whole district raised off the ground as high as we need to have it. So we don't have it all -- all \$30 million figured out, but getting a third of it with this is a major step forward.

Fish: Commissioner Saltzman once educate me as a new member about how we do education funding we. Green light, get in line, and figure out how to knit Together the money. And we haven't failed yet. I've adopted that for my housing strategy. But i'm assuming that we're not looking to fill the \$20 million gap on light rail from tiff. We're looking at other sources.

Adams: We're look at other sources. Tiff is still on the table. What we're not looking at is an l.i.d. Within this district. So -- and we want to make that clear as part of the record. It was very important to the property owners down on south waterfront that moving forward \$10 millions as part of this overlay, this is a controversial issue, and you'll hear arguments on all sides of the issue, we would not move forward with an l.i.d. for light rail.

Fish: This may be an incredibly obvious question, I shouldn't even say that, it's redundant if it's coming from me, but when we're talking about s.d.c.s, do we have to be confident there's going to be a sufficient level of development to trigger, to generate the revenues?

Pearce: Your next item is the staff who developed the s.d.c., so that might be better answered by them. But, yes, there's -- the projections relate to the anticipated level of development foight only other piece, I haven't read every word of this report. I defer --

Adams: Everyone else up here has.

Fish: Commissioner Fritz normally gives me my crib notes, and frankly she did find a typo with page 80-3. So some part of the light rail plan involves elevating the district some 12 feet, 15 feet.

*******:** Approximately, yes.

Fish: And could you just link anything that's in this plan to that --

Pearce: In this plan is the light rail, acknowledging the light rail is important to the future of the district. Also in the plan is the reconstruction of moody and the construction of bond avenue as an extension of a cup let. In the central district we have a moody bond cuplet. The thinking is to extend that into the north district. We're working out -- .

Fish: That's part of this budget?

Pearce: Well, it is part of the projection for some of the streets, yes.

Adams: I think one for those listening in, s.d.c.s never paid for 100% of any one project. The -- this section of the entire district has to be built up around 14 feet. That actually works out well in the sense that given the type of contamination that needs to be largely capped, so not -- and the water table not sort of going down in terms of burying things.

Moyle: I would say there's also a conversation going on with partners in that particular area to discuss the details of those streets in more detail, if you will. And that strategy doesn't preclude those conversations and those conversations don't preclude the strategy. So they work in concert with each other, but that the details in regards to the elevation and the specific cost of those streets are being held outside of the strategy discussion.

Pearce: The current conversation is proceeding -- we need to rearrange the street plan to accommodate light rail, the local street network, and the plan is to bring that before you council members in june. So that's a follow-up step, more detail in that north end of the district.

Fish: You've got an impressive roster of community stakeholders that came together here. Do we have any property owners that are not in accord with these recommendations?

Adams: We think. So we're going to hear -- we've got to hear from bob dugan. Dergan.

Pearce: I believe overall I think there's good support, but there is a number of people here to testify, and they may list some concerns.

Adams: Thank you all very much. Is anyone signed up to testify?

Moore-Love: One sign-up sheet for both items.

April 8, 2009

Adams: Why don't we hear the next presentation, and that way you can speak to both at once. Katherine?

Kathryn Levine, Bureau of Transportation: Good afternoon, I'm Kathleen Veen with Portland transportation. With me is Randy Young of Henderson Young Company. We're here today to ask you to adopt the north macadam transportation system development charge overlay proposal, adopt the rate study, establish a fee schedule and implement the program beginning July 1st. Included in that is a council direction as proposed in the ordinance. That transportation staff annually informed the north macadam urban renewal advisory committee on the collections and expenditures of the tsdc overlay. And that \$10 million of the anticipated revenue be committed to fund part of the stiff Portland's Portland-to-milwaukie light rail match. As you know, transportation system development charges are one-time fees assessed to new development, and charges in use expected to generate new trips on the transportation system. Under state law these funds cannot be spent on addressing deferred maintenance, or deficiency needs, but must be spent on capacity, increasing improvements to serve future users. The city has an existing transportation s.d.c. program that began in 1997 with a 10-year project list, and council in 2007 adopted a new project list and made reforms to the program. Key issues during that update and reform process were fairness and geographic equity. It was during the citywide update that discussions began on an overlay for north macadam, considering the high level of infrastructure needs in that area. An overlay would be an additional s.d.c. fee collected and spent within the north Macadam area and the purpose is to provide local match to leverage other state, local, and federal dollars to fundamentally fund construction of these improvements.

Randy Young: It's important to understand the method we used for this overlay is identical to the one we used for the citywide. We were involved in the 1997 citywide and the update in 2007. So we're familiar with that method and its success for the city of Portland. We wanted to replicate it so there were no surprises for the stakeholders in the community. The difference is that we're only looking at projects that are in that district and only at the traffic that has at least one of its trip ends, it begins in the district or ends in the district. So while our traffic models acknowledge the flow-through of regional traffic, and it's obviously substantial, our calculations do not ask the local property owners to bear that burden. That portion will have to be funded with other methods. We went to extra orders to make sure there's no double counting -- that are also on the list for the citywide. We did a careful analysis of the portion of that project that's attributable to the citywide so everybody contributes to that, and a separate portion attributable just to the district properties, and they're only paying that portion. I think the stakeholders came to have confidence that we accurately and carefully avoided a double counting.

Saltzman: Those three projects are --

Levine: What we were calling south light rail, the Portland-milwaukie light rail, the bond extension, the moody-bond cuplet, and the south portal, which has the link at macadam. As you heard earlier, we were very fortunate to work with the strategy effort and the stakeholder advisory committee, including the property owners, residents, neighborhood, and business representatives.

Young: It was highly advantageous for them to see the development of the strategy project and the overlay s.d.c. going on simultaneously. It was mutually beneficial for the staff, consultants, and stakeholders. We did do some additional stakeholder contacts over and above the meetings that occurred. We did individual one-on-one interviews with key individuals about the s.d.c. overlay. We had a small group meeting with key property owners in that area, and that additional information allowed us to go to a more focused approach. So the result that we had from originally looking at 11 projects that we thought might be eligible, property owners indicated that they could foresee the value and the priority in six of those projects and that wound up on our list. Since this is going to be a fee in addition to the fee they're paying now, and it's not a double charging, the concern was that in the marketplace, in the Metropolitan region, that the total fees not become so high as to be

April 8, 2009

uncompetitive. And established as benchmark, the desire that the new fee within the district be approximately the same as the citywide fee. So it would be the equivalent of doubling the fee they're paying now, but not more than that.

Levine: The six projects on the list, the southway project intersection, that project began as improvements to the i-5 off-ramp, and through the great work of city of Portland and odot staff, it was reworked and rescoped to the intersection improvement near the north end of the district off harbor drive. The second project is what we call north portal, specifically looking at corbett and sheridan as providing access and egress to the district. The Portland-milwaukie light rail, the moody-bond cuplet north of gibbs, a portion of the south Portland circulation study, what we're calling a southwest kelly way-hood avenue area improvements, those are just west of i-5. And south portal phase one. We heard very clearly from the stakeholders most familiar with the project that the phase one portion of the improvements were supportable.

Young: Let's put numbers to this project list. Because it's the total cost and the eligible portion of the cost that ultimately will get us to the s.d.c. amounts. And the total project cost of the six projects is about \$194 million. And you may be noticing that that's a slightly different number from the number that the strategy team has given you for the total cost of that project. Ours is a subset of theirs, but in the case of late, we've had to take on and understand that in order to get to a \$10 million city contribution, we had to recognize the city has a much larger share of costs that it could be potentially eligible, and therefore we could then craft that \$10 million portion out of the \$18 million total as being available to the city. So out after total of \$194 million of potential costs, we identified \$33 million that actually meet the eligibility requirement. That's. They're not about existing deficiencies. They're not about the regional traffic that flows through the area. They're really the portion of the cost, the \$33 million is the portion of the cost that's genuinely benefiting and attributable to the growth in the north macadam area. And after meeting with the stakeholders and property owners and identifying a target s.d.c. Level that's about the same as the current citywide, we realized we couldn't get to \$33 million. So we came down to a total revenue estimate of about \$18 million. This would be over a 20-year period.

Levine: I included a slide to show some examples of what a developer would pay. We have three different types, administrative office, medical Office, and condominium development. So there would be a charge for the citywide s.d.c., a charge for the proposed overlay resulting in the total fee at the bottom.

Young: This whole idea of charging a fee a number of years ago back in 1987 and updating it in 2007 occurs in a fluid economic environment. We were asked to provide the city with information about that regional economy and how these s.d.c.s fit into your competitiveness. We study three different versions of that competitiveness. We looked just to transportation s.d.c.s by themselves, side by side, we then expanded to a larger universe at the transportation s.d.c.s and all the others, parks, for example, and we did a third analysis which this slide is based on, which is all of the s.d.c.s and all the other charges that developers incur when they come to the city of Portland or come to other cities. We identified 21 areas in this competitive market, and Portland in the original analysis came in between ninth and 16th, depending on whether it was -- depending on the fees we were looking at. And number one would have been the highest fee. So we were at the midpoint or lower out of the 21. The only thing that we studied that we could make comparable across the board on all of these was the office building. That would take us from a city wide ranking of 16th, it would Move us up to third. But there would still be other higher growth communities charging more, and it would make -- fulfill our request from the property owners that we not more than double the current fee by adding this new fee -- .

Fish: If we just go back one slide, could you just explain this a little more, particularly on the condominium unit side?

April 8, 2009

Levine: If you were building a tower of condominiums per door, per unit, you would see a fee of \$2,716. Unless it was affordable housing. As I know you're all aware, the city has a policy regarding affordable housing, and those projects are exempt from all s.d.c. Fees.

Young: If you did not take action on this proposed overlay, the fee you have in place is the top row. So if you were to build a condominium tower today, you would pay \$1,375 per door. And what we're recommending is that you would adopt this additional s.d.c. To be paid only by new development in the district, not anywhere else in the city, that is almost exactly double. There's differences because of the calculations.

Fish: So you're making some projections about future development.

Levine: That's correct.

Fish: Is the reason you have a low confidence is, worse case scenario, if the market tanked and there was no new development and businesses didn't come, that you just -- we would not get to where we want to go?

Levine: I would say the phrase you saw earlier, low confidence level, was placed there regarding the project cost estimates, because some of these projects are in the early scoping stage.

Fish: You're still making assumptions about economic activity.

Levine: Correct. The model is based on the city's model based on the metro data, which talks about growth in household and employment across the city, and all 0 indicates it to different areas.

Fish: I don't know the data, and I don't know your business, but I do know that a year ago I felt we would be carving up surplus, and we're now got a 25% drop in business license fee, and it's still going off the cliff. What's the impact of continuing economic decline on your models?

Adams: The list for s.d.c.s are prioritized, so it impacts how quickly you can move down the list. They're prioritized -- so -- the second thing, since s.d.c.s don't pay 100% of any project, all those projects are being impacted by the economy, the other sort of funding extremes in the mix, because of the economy as well.

Young: The total growth that we had planned on reflects a 20-year horizon. While we're in a terrible patch nationally and regionally in our economic situation, we've always referred, we expect to recover. What we would see happening to our forecast is a delay in the timing, but not the total outcomes.

Fish: I understand what the mayor just said, so you might just not go as deep in the list, but is there a risk if the economy stays sour for a prolonged period of time, that it would put more pressure on looking to other sources of revenue from existing property owners? L.i.d.s and other --

Adams: That's a political question. My deal is when there is no l.i.d. for light rail. Anything we do to change this in the future or any additional yet-to-be dreamed-up sort of funding source, we would obviously consult and have to come back to city council for authorization. But l.i.d.s, s.d.c.s, tax increment -- the basic funds of the city and --

Young: And we expect some grants, and we expect them to slow down in the short-term because of the pressure on federal and state budgets, but we expect them to rebound also. We're in the awkward situation, not unlike someone who has a 401(k) retirement account, trying to figure out where to put it, and listening to contrary investment advice, get out or stay in. And in a way you're facing a market timing issue. You'll probably hear people asking, should we be doing this now when this could be a disincentive? We know they produce quality infrastructure that attracts development. And while s.d.c.s didn't cause the problem we're in, forebairns of s.d.c.s aren't going to solve the problem we're in. What you want to have in place is the s.d.c.s so when the permit activity picks up you're collecting immediately and not catching up with that growth that already left.

Fish: We finally got a dedicated source of funds -- there's a catch-22. It does -- it is dependent on there actually being transactions to record.

April 8, 2009

Young: This will be dependent on people pulling permits to build those condominiums and office buildings and institutions of education.

Fish: Thank you.

Fritz: It is correct in the current and proposed system development charge that there's no difference between a studio condominium and three bedroom?

Young: Correct.

Fritz: Has there been any consideration to altering that?

Young: The data available to distinguish based on size is quite weak, and we think puts the city at risk if it attempts to go there. We know of a future -- other states that have attempted it. I don't know any in Oregon that have gone there.

Fritz: Thank you.

Levine: We have remain order a per-door for residential units. Commissioner Adams proposed a commitment of \$10 million to the local match for Portland-milwaukie light rail, and as part of that, provided that the property owners would not be asked to also support a local improvement district for light rail. In summary, i'd like to say that The s.d.c.s never fully fund a project here in Portland. They are a useful tool in leveraging other monies. Their local match for partnership opportunities, local, federal, and other sources.

Young: And the success of your leveraging of your citywide is remarkable. The amount of money you brought in was beyond anything we expected when we set this in place. Let me just add that another value of this s.d.c. Overlay is the development community, the property owners, can understand with great predix dicta built what their costs are. Other benefits to the development community as well as the city is that this will help you fund the leverage portion of quality infrastructure. And quality infrastructure attracts good development. It's not correct to assume this is a tax and there's no benefit. This is an investment being made by the city including a share from the property owners.

Adams: Thank you for your work. Appreciate it. Can you call the first three citizens to testify? Good afternoon. Welcome to city council. Give us your first and last name, and three minutes with the timer in front of you to tell us everything we need to know.

David John Schleich: My name is david john schleich. I'm the president of the college of naturopathic medicine. I'm a canadian citizen who has come here to work hard to build national college of natural Medicine. I want to make a comment that's kind of fun for me, that commissioner Fish would reference commissioner Fritz's unwillingness to put up with a split infinitive is very endearing to me. It's part of my background, having to do with teaching english literature and composition. Our college is the oldest medical college preparing physicians for work in natural medicine in north macadam. It is in fact the parent of all such colleges and programs in north macadam. We are growing. We have security the property on the northeast and the property on the southwest, including the whole block, in fact, that borders on kelly. And we are -- that property in the southwest came from andy davis's family, and is the old broadcast building on the northeast that we're referring to. What we're doing is paying attention to what commissioner Adams at the time said to us at a commencement event when he said, you may recall this, mr. Mayor, you said, "stay in Portland." well, we took you seriously and we are indeed building a campus footprint right there on the west end of the ross island bridge. The national college is growing in april. We break ground to expand our campus within a two-block area adjacent to the school. And in addition to more student and faculty traffic, in the North macadam area, our new clinic must accommodate approximately the 30,000 patients, including low-income and underserved patients. We have in the last 10 years contributed \$7.2 million u.s. Dollars in free patient care in our community clinics in the greater Portland area. We intend to continue that work in our new consolidated clinic on that corner. Traffic in and around our campus has increased in the last 15 years and accessibility given this new volume of students and patients and faculty is a

April 8, 2009

human issue. I'm talking here of a pedestrian traffic and bike traffic and city bus and car. It's a difficult and dangerous in that area. Our students and patients and others cannot -- it really does beep -- can reach -- can't reach us safely without a car. So we're here to endorse the north macadam plan, we see it as focus order people, we see it as focused on the future. Our future is in Portland. We will grow to a college of approximately 1,000 students, and that patient load will grow even further in that time. And we will be the trainer and educator of choice for naturopathic physicians all over the united states of america and canada.

Adams: Thank you, mr. President. You ended right on time. Very impressed. And thanks for -- it is not well known enough all the great medical services that you provide for free and at reduced Cost in the community, especially for those most in need. So thank you.

Schleich: Thank you for acknowledging that.

Keith T. North: My name is keith north, i'm the facilities director at the college. I am here to support the two-year effort that we have taken on and have gone through many meetings. We started with over I believe 50 projects, and narrowed them down to a few in front of you. It's been quite an experience for me as I was new to the process, and I have to hand to it art and his staff, they're a fantastic group, unbelievable. And I just wanted to make sure my support is there for this overlay and the project that are in front of you it's something we as campus certainly need. Our students have nicknames for these crossings that are in need of pedestrian improvements. One of them is the suicide crossing, as they call it. And the other one is the stinky scary tunnels that have pedestrians crossing through that they refuse to use. And part of this is taking care of that. And moving forward to safe and pedestrian and bicycle and transportation within our campus. So this is something that's really needed within our community. So I support it 100%.

Adams: Thank you very much. And thanks for your work as part of the process.

Jill Standard: My name is dr. Jill standard, i'm the director of clinical Operations. I also sit on the executive board and on the operating board of the coalition of community health clinics, which you all may be familiar with because ncnm does provide a high number of patient visits for low and underserved people in our communicated. I wanted to as we have done, throw our support behind the north macadam strategy that it's going to have a great influence on our community and on our patient community. We have about 30,000 visits of people coming to our clinics and when we move to this new location we want to ensure their safety and their access to the clip ix. We offer a number of visits to low-income patients at our brick and mortar clinics, bringing the people in from all over the city into our home base clinics. And I just wanted to reiterate the need for safety in that area of people who have disabilities, who are coming to our clinics for services, can't get there safely using public transportation. Being an old east coaster i'm a prone of public transportation and carry my bus pass with me everywhere. And i'd like to encourage people to do that, but can't in all honesty do that with the safety issues that are surrounding our campus at this point. So I want to throw my support behind the plan that the team has worked so hard to put together over the last two years. They've been very inclusive of us, i've been to several Meetings that keith and the p.d.c. Have arranged, and we're happy with the result and support both the funding and the planning that's been put before you for a decision.

Adams: Thank you all very much. Appreciate your time this afternoon. Welcome to the city council.

Marnie Loomis: Thank you. This is marnie lewis. Thank you for having us here today. I wanted to touch on something you said, mayor Adams, you said education was Portland's biggest industry. And also to thank all of you for your work in keeping Portland as a fantastic city to live in. It's really a big draw, and for our students, and it helps us draw the best and brightest minds in natural medicine. Because of, that our school is growing. Also our research institute is growing at an exponential speed. And also our clinics are growing. We're drawing people to Portland as a wonderful place, very progressive, very pro public transportation, but the students who use public

April 8, 2009

transportation to get to our current campus and soon-to-be current clinic, at the west end of the ross island bridge, are risking their safety to take public transportation. And it's a shame. And it's ironic, which brings them to Portland. It's not safe for them to get to our school now. It was just yesterday I was driving home, and I watched a student run across four lanes of traffic. If you can imagine coming west on the ross island bridge and scooping around, and there was someone waiting. It was almost like a game of frogger, but it's not a game, it's a real person. As a mother and a teacher. I thought, no: There's really no option. And for a.d.a. Access, there is no a.d.a. Access to our campus at all. Without someone driving you there by car. There's a footbridge, but it's too steep. Even for walkers it's dangerous. If there's any bit of ice, you slip. I've known a number of my colleagues coming to work limping because they've slipped and fallen on that one safe walking bridge. By supporting the funding for this you are supporting Portland's strongest industry, education. And so it is very responsible business move. Thank you very much.

Marilynn Considine: Thank you all very much for listening. My name is Marilyn, I work as the marketing communications director at national college of natural medicine. I've been there since July and I'm totally impressed with this team. I've been pulled into the transportation issues that you all are looking at today. And I want to say in this difficult economic climate, it's critical for our school to continue to grow and succeed. We are putting everything we can into the expansion that we're undergoing, and I think you've heard about some of the difficulties and the danger that is presently posed to our students, our faculty, our staff, and soon 30,000 patients who are going to be coming in to the campus. In addition, Marni talked about the growth of the medical school. There's a research institute that is working with OHSU right now, and that is also going to continue to grow and hopefully thrive. The safety and access that's being presented in the transportation system project that Art Pierce and his team has put together answers and addresses all the issues we have exhaustively. And it addresses things like street signage, which is totally inadequate right now. So we know that you have many issues before you, and we thank you very much for letting us address the thing that's important to us. Thank you.

Adams: Thank you for your testimony.

Lee Buhler: My name is Lee Buhler. I live in south Portland. I just had to take out the time today and come down and say how much we support this plan, how we're excited about it. And I know funding is a challenge, but we hope it will be implemented. There were a lot of people involved in this, and a lot of people wanted to be here today, but because of work obligations they can't make it.

For example, I talked to Ken Love, our neighborhood association chair last night, he wanted me to especially thank you for all the opportunities for public input in this process. I think there were two open houses and they were both well attended, and they came to our neighborhood association many times. And this is really good. People want to feel involved, and I think we did, and I think they got some good ideas. The plan was changed because of some of the public input. So we really appreciate that a lot. One thing I like about the plan is that the sort of -- the pedestrian and bike improvements that are in the plan. I think that we're going to have to depend more on bike and pedestrian for commuting, not just pleasure, but commuting. I think most of the transportation improvements done in our neighborhood in the last 60 or 70 years were oriented toward the auto, and that's not going to work anymore. There's not enough room for autos. And I used to work across the street, I learned, I thought, I'll try to walk to work. And you know, it's the best way to get to work. I live about two miles away. I ended up commuting by foot about 90% of the time. So we really appreciate this. We appreciate also the way this works in with the south Portland circulation study, the pedestrian bridge, the red electric trail, and hopefully some day maybe if there's a connection on Flavel Road you can ride your bike from the Willamette River to Beaverton easily. Thank you very much. We hope you support it. Thank you.

Adams: Thank you all. Really appreciate your testimony.

April 8, 2009

William Danneman: William danneman, i'm a south Portland transportation chair. -- william daneman. I want to thank the pbot and others, who gave us timely information when we requested it and kept the process on track. With a truly varied group of stakeholders and community members. The reconnection of our south Portland neighborhood with willamette river is most exciting. And the improved connections to the central city is long awaited. With the city council approval of south Portland's circulation study in 21, after -- 2001, after 25 years of work, nothing has occurred until this process began to realize implementation of parts of the study. These areas are close to the central city, and have great potential to bring residents and businesses here with minimal investments. I strongly urge the city to update the transportation system plan to include these recommendations so we may begin funding and implementing the projects. This proposal will help the north macadam district to succeed and restore the vitality To the surrounding existing and historical parts of our neighborhood. We can successfully have the newest of development exist with the most historic parts of Portland and once again, be one united neighborhood. Thank you.

Bob Durgan: I'm not coming to speak against the plan or the work. I'm going to tell you the numbers are all wrong. And what you're adopting, there is no basis in reality that will ever be funded. The need for \$18 million, if you look at page 7.3, section of chapter eight, what's a whole list of projects, and it has estimated district chairs of funding and financing. That would add up to either zidell or ohsu coming up with \$81 million. I was on the first transportation impact fee with steve pfeifer and when we adopted in '97, and it was \$100 million, and it was a great success. And we leveraged a lot of money. This is not the same project, and this is not the same funding scheme. According to the numbers up there, 1,800,000 square feet of building has to be built to break even to pay back the \$10 million that's supposed to back the light rail bond. Do we see that happening before the city's obligated to pay the \$10 million, or is the city going to have to back unfunded liability under the tsdc for the light rail bond? I'm on too many committees with too much information to-to-discuss it all at council, But the numbers don't add up. And somebody needs to take a little bit closer look. I don't disagree that we need every one of these projects and more. The reason we cut them down was because as a contractor, I knew we couldn't afford what we had on there. But the fact adopting a tsdc that only tosses in 18 million and 10 million came in the 11th hour is an offset, so we von 8 million in tsdc, and 7.3, we're look at 81 million dollars in district share. Number t-13, I didn't find out until last week was a streetcar that they expect zidell and ohsu to sign an l.i.d. That's critical to the light rail crossing. So there's more unanswered questions about the funding and financing in the structure of the deal than the fact we need these roads and improvements. So I really understand it, but I don't think we really understand what we're adopting and going forward without more information.

Adams: Thank you, bob. Appreciate your testimony.

Don Baack: I'm don, speaking for swini. First of all, I want to commend art and catherine and their associates, they did an excellent job, as usual. This is the second time i've been involved with them. They've done a fantastic job. The proposals are reasonable and balanced, and I support the thrust of both their efforts. I was struck by the testimony from the naturopathic college. My gut says we're going to have To take action there sooner than later. As we -- reduties speed limit on naito and really police it. Drop it by -- from 40 to -- it's effectively 50 now, to 25, and extreme police escort -- police presence. And it will drop to that level if you have that kind of police there. Basically coming out of hills day we got funding to do the connection in hillsdale. It goes past wilson high school through the park and connects to slaven road. We need help from the any terms of negotiating with the state on getting that bridge fixed. This does tie in, it's in the project list of things that there's no money spent on it. We're really enthused about this because this brings a large part of southwest very much into that south Portland area. And we're really enthused about it. Thank you.

April 8, 2009

Fish: May I ask a couple of questions of this panel?

Adams: Sure.

Fish: You're here as anderson construction, zidell, or both?

Durgan: Zidell. I would be the same as gurdy fleeling working for ohsu.

Fish: And were you a member of the stakeholder advisory committee?

Durgan: I've been on every committee in south waterfront since november 2003.

Adams: Were you on the tram committee?

Durgan: I was on the c.a.c. Tram committee and I audited the --

Adams: God bless you.

Durgan: And understand why we're in This mess.

Fish: I think mr. Zidel made a contribution. You said there are questions that are not answer to the your satisfaction. Though you also said you support the need for additional revenues to meet these -- infrastructure improvements. So what are some of the questions you have?

Durgan: What i'm saying is, if you look at 7.3 you have 157 million dollars in projects that have to be done by the 2012. Of that it says estimated chair for the district, did I rough numbers, that's \$81 million that would have to come out of the district property owners on top of the other fees we pay to the city. In order to fund this. And then locks like \$75 million has to come from the taxpayers, the state, federal stimulus funding to make this district work. You're saying that we're going to create that those of us that need to develop down there in order to create the tiff can come up with all the overlays, all the exactions, some l.i.d.s that are implicit not in this forum, but are implicit in some other committees that i'm on. And we'll come up with \$81 million and pay \$18 million and this things going to work. What i'm suggesting is that when you ask girl dean about tax increment financing, that's based on current buildings. That doesn't mean there's going to be another 1,830,000 feet built in order to get \$10 million worth of traffic Impact fee in 2016 when you owe the bond on the light rail crossing.

Fish: I get that. Just one other question. What i'm -- I asked the mayor this question earlier, he answered that there's a priority list and if there isn't enough money you don't go as deep down into the list. I get that in terms of transportation priorities. Is your concern that they'll be some other ask -- if the projections are not -- don't pan out, the economy doesn't rebound, is it your concern there will be other asks to make up the difference?

Durgan: I think that's implicit in the proposal. What art has presented to city council is that without the funding sources that are outlined in this agreement, and this agreement says we owe \$81 million in order to build the district, we might have to come up with even more money.

Fish: The fact that there's a commitment that there will be no new l.i.d. To backfill any needs on light rail, at least on that issue, doesn't give you any satisfaction?

Durgan: That is a very narrow and specific statement about that l.i.d. There's other things associated with light rail on this list. That needs to be funded somewhere as part of making this project work. So it doesn't say that light rail streetcar doesn't have a \$15 million line item that shows up in another committee as an l.i.d. That's going to be ohsu's responsibility. And there's bond, moody, cost sharing for the property owners.

Adams: And we have never -- this is just but one -- we're able to bond s.d.c. Funds, so we don't have to have anything necessarily due on 20 whatever date you said, I forgot, but s.d.c.s are just but one funding opportunity. What i've committed to you as you know, and to your owner is we're not going to go back from l.i.d. For the remaining \$20 million the city has to come up with for milwaukie light rail for tri-met. We're working with ohsu, we're working with the state to have different funds, coming up with a variety of other approaches to funding what I call the knitting, the \$30 million knitting for making light rail work within the district. The presentation made no promises beyond the narrow commitment that I talked about and, no, you can't fund the entire district on s.d.c.s. You just can't.

April 8, 2009

Durgan: We don't disagree. What i'm making -- trying to make clear is I understand you can borrow against s.d.c.s. So if you don't have \$10 million in the pot, whenever this bond comes due -- and the city backs that out of s.d.c --

Adams: We manage our s.d.c. bonds on a citywide basis. So we'll be ok.

Durgan: There doesn't have to be any money there and there's no payback -- .

Adams: We're able to -- on s.d.c.s we're able to -- we manage our s.d.c. Funds and bonds in the most economical cost efficient manner and that is on a citywide basis. So it's not like the cash flow within this district is self-contained and can't do anything v.

Durgan: But the \$10 million to this is specific to this district.

Adams: What i'm telling you is we manage our s.d.c. Funds and bonding on a citywide basis. We know about this, we've got a trip bond rating for a reason. Our debt shop is very experienced at. This we wouldn't move forward with this and put the taxpayer at any sort of risk.

Baack: I think i've got a little bit of time left. In regards to the bonding, I don't think the citizens understand the bonding system you use. I it this would be really helpful to give us -- if you could do a white paper for us and publish it, how this bonding system works, what our limits are, when do we get close to a triple a, or double a, whatever, so we understand when you guys are making decisions --

Adams: It's a good day to ask that. You can get a copy on the third floor that's on the issue of bonding and debt.

Leonard: I'd like to focus on the issue before us.

Adams: Thank you, gentlemen. Appreciate it. I that I concludes our testimony. Staff, do you want to correct my answers on the dialogue with bob?

*******:** Sure.

Pearce: I think it's appropriate for me to start talking generally about the broad assumptions we Made in the funding strategy. With looked at the characteristics of the projects, looked at -- the characteristics of the funding source and created ranges that seemed appropriate of what might be appropriate for different individual funding sources to contribute towards the array of projects. Essentially we're not trying to explain the exact funding package for every project. We pulled back up to the funding source level and so we've anticipated there's the need for the s.d.c. Of \$18 million, there's also the need for a future l.i.d. Of somewhere in the range of 12-20 million. So that's over 20 years over the entirety of the district, not just the north district. We also have anticipated there's the need for an additional cost to private development other than the l.i.d. Mechanism of 10-15 million. So there are additional costs to private development other than the s.d.c. The s.d.c. Is a mechanism we can place out there and use to leverage outside grant sources. But this is not the end of what we expect for the contribution from private development. But that private development is able to help leverage all these outside sources and make all the projects whole. So we don't know yet which project will be the best suited for future l.i.d. Or future contribution from the development community but we wanted to lay out those ranges to make sure that everyone was clear that here's the amounts We're expecting from different sources, including laying out some amounts would be needed from state sources or federal grants as well. Trying to make shut target is clear as we move forward.

Adams: Any more clarification on this issue? Thank you all very much. Appreciate it. I think that gets us to looking at body language up here, I think that gets us to we have a resolution on 385, an emergency ordinance on 388, unless I hear otherwise, Karla, please call the roll on the resolution 387.

Fish: I appreciate the staff presentation for its clarity and its directness. This is the second or third time today we've had a matter before us where there's been a community process that's gone for a period of time. I think this morning there was a three-year process culminating in a new fountain to honor bill naito in the park, and this is a two-year process with a comprehensive group of

April 8, 2009

stakeholders. I have, in my limited tenure on this body, come to appreciate the Portland way of doing planning. And it is time consuming, and it is participatory, and the key question for us, has everyone been heard, and have they had a chance to weigh in? And we screen to see if there's something egregiously wrong, but otherwise we're asked to bless this process and move it on. I'm satisfied from what I've heard that I have enough information to cast an informed vote. I appreciate the dialogue on some of the questions about projections. And the economy, and what it is to impose new fee and taxes during a down economy and does it serve as decurrent and our projections are valid, but overall I am comfortable supporting this and I just have to say as a document and as a piece of work I think it's -- so thanks to the community stakeholders who have taken time to come out and I'm dying to ask our friends from the college whether they see any of us as candidates for some alternative medical intervention.

Leonard: You're presuming some of us don't subject ourselves to that already.

Fish: Given the month we've had I think we would all benefit from an intervention. Some treatment of sleep, medication, and therapy. Come on down: Ache we're afraid to cross the road. 401(k) I'm afraid you might do a civil hold. I want to thank everybody. I appreciate the dialogue with bob dergin and I'm sure we'll continue that dialogue. I think I have enough information to cast an informed vote. And thank you mayor Adams for your leadership on this. Aye.

Saltzman: I have to appreciate the people who participated in this. It's a very thorough document and I'm pleased to support it. Aye.

Leonard: It's really fascinating to me having arrived On the council before ground broke at south waterfront, hearing these arguments early on, and now participating in the various stages as we reach them. So I greatly appreciate the amount of work balance that the staff brought to this, and particularly the -- it's refreshing to have people come in overall testifying in favor of this as opposed to early on when we were considering some of these issues. So I agree with everything that was said before, I appreciate the work and I'm happy to support it. Aye.

Fritz: Very good staff work. Thank you. It was really nice of the national college of natural medicine to come down in force and tell us about your program, and to advocate for that Portland and the way it's going to be developing, and to express your support. Thank you. Thank you for the folks in southwest neighborhoods and the south Portland, explee bill and good to hear ken love is in favor, and -- these are some of the citizen experts who have followed this process since before development started, and who would certainly be letting us know if they felt there were any concerns. So I really appreciate you taking the time to come down during the day to let us know that you support things -- support this. I'm particularly pleased to see the estimate of funding and the prioritization of the projects. And I want to commend mayor Adams for leading the charge on that and making sure we are more aware of what is it we're approving, what order we want it, and starting to develop the funding strategy while still recognizing at this point we can't promise particular funding. So nice job. Aye.

Adams: I mentioned the pdot team. I want to acknowledge the Portland development commission as well and the great partnership there. Sumner, all help, planning, everyone else who has been a part of this. The stakeholder groups, the exoofficio numbers, the technical advisory committee, the consultant staff. This has been a hard project. And you made it today look rather easy. And that's pretty remarkable. Aye. [gavel pounded] it is approved. That moves us to the 3:00 time certain. We've got to do roll call on 388. This is an emergency.

Item 388.

Fish: Aye. **Saltzman:** Aye. **Leonard:** Aye. **Fritz:** Aye. **Adams:** Aye. [gavel pounded] 388 is approved. Could you please read the titles 389 through 392? And we'll take them as a group.

Items 389, 390, 391, and 392.

Adams: So I'm very pleased today to introduce this package of four council items that represent and memorialize the Great partnership between the city of Portland and the school districts. That

April 8, 2009

exists across the city. I'd ask jay names to provide an overview of why we're here today, and then i'll have each of you make brief comments about what exactly you're doing with your specific partnership and we'll get you out the door. Thanks for waiting.

Jane Ames, Mayor Adams' Office: Jane aims, i'm an education strategies coordinator in mayor Adams office, and this is -- i'm just so pleased to be associated with this effort. This is -- I want you to know you're all voting on a -- the end of con conspiracy today that was the advent of conspiracy that the communities of faith came together and during the holiday season and all wards because of the storm, they gave some of their giving, their financial giving to the city of Portland to help with two efforts they chose. One was to help reengage families or keep families in their home that were facing homelessness and the other where all the folks you see here today, which represent five of our districts in the city, that are working hard to keep youth re-- engaged in school and in this case, to reengage those youth that have left school. So I want to say thank you to megan, representing the communities of faith, who is right here with us. And I would like to introduce the people from the districts and they will speak to you about their efforts.

Jamie Juneman: Students are often very close to graduating but don't want to necessarily come back and repeat something that they failed out before. So our work will be to connect students who have dropped out from school with a plan that gets them enrolled in college and back-fills the credit that they're short from high school. We've had great success with this in the recent past and are looking to expand it and are also using the grant as part of leverage as a partnership with other granting agencies to continue the work.

Adams: Great, fantastic.

Tim Goforth: I'm tim goforth and I would like to thank the city of Portland and the palau foundation -- palau foundation. Currently we started a new program this year and currently have 48 students that are 17 to 20 years old that have left school and all holding jobs within the community but due to that, they don't have the opportunity to come back to school and are supporting their families or have young families of their own. Our school, they have the opportunity to earn a g.e.d. Or complete their high school credits because many are very close to graduation but life came along. Especially during this time of hardship for many people. We plan to use this money to provide more one-on-one services so they can speed their academic success and move them to mount hood community college and they can earn seven credits that they can take of college free of charge and that is what we intend to do with the program. Give the kids that chance. Thank you.

Adams: Thank you, sir.

Barb Kinley: I want to thank the city of Portland and the palau foundation for the opportunity to have money to be able to reengage students. I had the opportunity to meet with a young man named antonio. And he had dropped out of school and visiting with him, I said what would have made the big difference to have you reengage in school sooner than the years it took you to come back and find opportunity to continue education, and one of the things he shared highlights how we planned to use the money -- I was able to walk away. Nobody did a real outreach for me and it was another mentor that in the community that had gotten me back into school. So in david douglas, we see a lot of those challenges with our students with lack of mentors and caring adults that can help them stay engaged in school. To designate mentors for our middle schools and high schools that will reach out to students who have been 10 day -- what we call 10 days. And these are adults who are already working in school, play that mentor role, contact families and students and find out what motivates them and how do we make them feel part of that school community? And what can we do to enhance their educational opportunity within our schools so we're taking this opportunity to look at incentives for kids to get them to walk back in the door and at the same time, looking at our own programs within our district how we can provide real meaningful opportunities for kids that will teach them the life skills we want them to be successful adults. We're excited.

Adams: Thank you.

April 8, 2009

*****: Good afternoon, i'm really honored to be here representing the youth of Portland. As you well know, our mayor has committed to working towards decreasing the dropout rate in Portland. We all know that too many of our youth disengage from their education each year. For them, school wasn't working for any number of reasons, many of which they had no control. Every single one of those students without exception wanted to be successful in their education.

They all had hopes for the future, but something got in the way. Most of these students had not given up on their hopes to complete high school and go on to post-secondary options. In fact, most of them will make at least one attempt to reengage in their education. Sadly, they usually choose to reengage at inopportune times. For instance, it may be too late in the term to earn credits and they're told they can attend but won't get grade or credits. They may want to attend one of our community based alternatives, but there's a waiting list and they're told to hang on and we'll get back with them. They might want to enroll just before the start of the next term and they're told to come back in three weeks. Well, experience tells us once a student disengages and tries to reengage and fails, the next disengagement will be even longer than her first. Students don't generally choose to come back to school at semester break. When they realize they want to continue their education, we must be ready to bring them back immediately with motivating opportunities. We cannot wait. On march 30th, after six months of intense planning, p.p.s -- opened reengagement opportunities for out of school youth. This center, located in a former unused shop classroom at benson high school has been remodeled and transformed into an educational environment that will assist students to continue their education while identifying the school or program that best fits their academic and social and emotional needs. Clear and simple enrollment procedures to meet with a transition specialist who will do credit evaluations that will lead to a short-term education plan jointly developed. The very next day, the student will begin coursework online with support from highly qualified teachers who will be with him at the center. Our teachers also teach in our [inaudible] high school program. The student will work with the transition specialist to explore the schools and programs that may meet his needs. Once identified a best fit school, the transition plan is implemented. The students will only remain at the center for less than one semester. When students randomly choose a school after they have previously dropped out, they end up in a placement that may not meet their needs. The transition specialist will follow each transition center student for the first semester doing weekly check-ins and the specialist will work to problem solve barriers to their success. Portland public schools is reaching out to our youth who do not return to school. A team from education options makes personal phone calls to as many students as possible who we can identify and encourage them to meet with us. And in fact, Portland is recognized nationally for many diverse options for students to complete high school. We believe that the transition center fills the gap for students who are ready to engage in their education and want to do it right now. So as you can see, the transition center is not a destination. Rather, a gateway to a student's future. The funding provided by the efforts of the palau foundation will ensure that all of the processes and procedures are flawless as possible and work out the glitches we have identified in the short week and a half as we prepare for grease increasing the number of students we can serve in the fall. Additionally, we can purchase the technology necessary for the students to complete their coursework online and finally, the transition center is being watched nationally because it's one of the first of its kind to provide immediate -- philadelphia and boston are planning similar programs on the east coast. We're committed to share our designs in hopes that other centers may take away the barriers to students' reengagement. I cannot express how much this means Portland's youth and I thank you from the bottom of my heart. And what I did, and i'll give them to you afterwards, we made note cards for you in education options with photos of our students.

Adams: Great.

April 8, 2009

*******:** And I have one for all of you and for the mayor's wonderful education staff. Again, I thank you so very, very much.

Adams: Well said. It's never been -- it's -- spending your money has been fantastic on such -- [laughter] On such worthy causes for those who are tuning in right now, just to remind them, the palau foundation donated \$100,000, excepted by the -- accepted by the city council on march 11th and this is the redistribution, to try to reconnect with youth that have found themselves outside the systems of education and other institutions of society. So please, would like you to say a few words. You might have to scoot over a little bit.

Megan Palau: I'm Megan Palau, with the Luis Palau Association. And it's a pleasure to be here. It's really exciting and do want to again make clear that we at the association, the churches that had the vision and passion for this and we get to be a part of that and facilitate this for them. It's been an honor to work with many of the churches in the Portland area that have wanted to express their love for the city through these schools and it's exciting to see that the city is really going after this issue of dropouts. And I want to thank Jane Ames from the mayor's office who worked hard on this issue to facilitate these funds, and excited to hear about the stories in the coming years, how lives are changed and students getting educated and we're honored to be a part of this. Thank you.

Adams: Thank you. Appreciate it. Anyone wish to testify in these matters?

Moore-Love: No one signed up.

Adams: You'll see us do rapid fire through four ordinance here. Starting with 389.

Fish: Since we have four, I guess we'll all give our comments on the first. I hope no one feels slighted on the others. As the proud parent of a student in Portland public schools, thank you to all of the educators here for what you do. My daughter is a sophomore and it's been a great ride and we have a five-year-old at home who is about to come up. So again, thank you for the great work you do in our districts. Second, I want to thank Megan Palau and her brother Kevin and father Luis and the season of service alluded to earlier is a beautiful expression. Some of my favorite words and the great part of the season of service is it's been launched but it's not an annual, it's a perennial. And I think the thing we often as a community feel is why is it just on Thanksgiving, Christmas, 9-12, why are they isolated days when we do good deeds? I think the season of service points us in the direction of doing this 365 days a year. For the churches it's the ability to put money in a basket on a Sunday to support kids but more others it may be getting in touch with hands on Portland and volunteering or maybe reading to the children in a smart reading program. And everybody can make a difference in tough times. And we don't have the resources to do everything we need to do and the partnership with the faith community is a wonderful new chapter and thanks to the Palau Foundation and all of the other conspirators. The Advent Conspiracy members, thanks to you for what you do. And Mayor, thank you for framing this issue and for directing that a portion of this money would go to such a worthy cause. Aye.

Saltzman: Well, I also want to thank the organization and the family for your leadership on this and each of the schools districts for what you're doing with this money. Each of those approaches sound promising and I hope they really are to reconnect youth and get them a high school degree or G.E.D. Good work. Aye.

Leonard: Thank you, Megan, and your family for all that you've done and it's great to hear all of the school districts, especially the one I live in, David Douglas. Nice to have you here. Aye.

Fritz: I echo that. It's delightful to have all schools recognized as part of Portland public schools and thank you for being here. And thank you to the Palau family who for many years, start with the practical cleanup of the school grounds and now stepping up to give more. And I want to recognize Jane Ames who is such a leader in the education community over so many years. Made a great difference to my three children going through the public schools and Mayor Adams and Mayor Katz, this city has recognized our commitment to our public schools over decades and we continue to hold that. So thank you for being here today. Aye.

April 8, 2009

Adams: I've said my thanks. I mean it. More to come. Jane, I want to thank you and reece and everyone working on transportation -- transportation. [laughter] everyone working on education, for all of your great work. I really appreciate it. Aye. 389 is approved. Please call the vote on 390 before commissioner Leonard leaves.

Fish: Aye. **Leonard:** Aye. **Saltzman:** Aye. **Fritz:** Aye. **Adams:** Aye. [gavel pounded] approved. 391.

Fish: Aye. **Saltzman:** Aye. **Leonard:** Aye. **Fritz:** Aye. **Adams:** Aye. [gavel pounded] approved. Call the vote on 392.

Fish: Aye. **Saltzman:** Aye. **Leonard:** Aye. **Fritz:** Aye. **Adams:** Aye. [gavel pounded] council is adjourned until next week.

At 3:46 p.m., Council adjourned.