



CITY OF
PORTLAND, OREGON

OFFICIAL
 MINUTES

A REGULAR MEETING OF THE COUNCIL OF THE CITY OF PORTLAND, OREGON WAS HELD THIS 16TH DAY OF MARCH, 2011 AT 9:30 A.M.

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

Commissioner Saltzman arrived at 9:32 a.m.
 Commissioner Fish left at 12:35 p.m.

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

Item No. 245 was pulled for discussion and on a Y-5 roll call, the balance of the Consent Agenda was adopted.

TIMES CERTAIN		Disposition:
<p>243 TIME CERTAIN: 9:30 AM – Transmit East Portland Action Plan Annual Report (Report introduced by Commissioner Fritz) 30 minutes requested</p> <p>Motion to accept the report: Moved by Commissioner Fritz and seconded by Commissioner Fish.</p> <p>(Y-5)</p>		ACCEPTED
<p>244 TIME CERTAIN: 10:00 AM – Denial of a vacation request for a portion of SW Hillsdale Ct and a portion of SW 43rd Ave south of SW Beaverton Hillsdale Hwy (Hearing introduced by Mayor Adams; Previous Agenda 1641; VAC-10011) 45 minutes requested</p>		CONTINUED TO MARCH 23, 2011 AT 9:30 AM
<p>CONSENT AGENDA – NO DISCUSSION</p> <p>Mayor Sam Adams</p>		
<p>245 Appoint Linda Barnes and Dave Spitzer to the Building Code Board of Appeal for partial terms to expire February 21, 2012 (Report)</p>		REFERRED TO COMMISSIONER OF FINANCE AND ADMINISTRATION
<p>Bureau of Planning & Sustainability</p>		
<p>*246 Authorize Intergovernmental Agreement with the Oregon Department of Transportation to accept a federal Transportation and Growth Management grant of \$90,000 for Cully Main Street and Local Street Plan (Ordinance)</p> <p>(Y-5)</p>		184457

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247	Consent to the merger of Deines P. Sanitary Service into Deines M. Sanitary Service related to franchise for residential solid waste, recycling and yard debris collection (Second Reading Agenda 228) (Y-5)	184458
Bureau of Police		
*248	Authorize an Intergovernmental Agreement with Tri-County Metropolitan Transportation District and the City of Lake Oswego for Transit Police Division services (Ordinance) (Y-5)	184459
*249	Accept a grant in the amount of \$31,831 and appropriate \$28,513 for FY 2011 from the Oregon Office of Emergency Management-Military Department FY 2010 State Homeland Security Grant Program for joint state bomb team equipment and training (Ordinance) (Y-5)	184460
Bureau of Transportation		
*250	Grant revocable permit to Fit Right NW to close NW Raleigh St between NW 22nd Ave and NW 23rd Ave from 4:30 p.m. until 8:00 p.m. on April 7, 2011, May 5, 2011, June 2, 2011, July 7, 2011, August 4, 2011, September 1, 2011 and October 13, 2011 (Ordinance) (Y-5)	184461
*251	Grant revocable permit to Terrapin Events to close N Mississippi St between N Graham St and N Interstate Ave and N Knott St between N Albina St and N Interstate Ave and N Russell St between N Albina St and N Interstate Ave from 5:00 p.m. on April 16, 2011 until 1:00 p.m. on April 17, 2011 (Ordinance) (Y-5)	184462
Office of Management and Finance		
*252	Pay claim of Irena Grant, involving Water Bureau (Ordinance) (Y-5)	184463
*253	Change the salary range for the Nonrepresented classification of Communications Systems Representative (Ordinance) (Y-5)	184464
*254	Authorize a contract with Aldrich Kilbride & Tatone for a focused review of the Office of Management and Finance FY 2011-12 Requested Budget for a total not-to-exceed amount of \$150,000 (Ordinance) (Y-5)	184465
Commissioner Nick Fish Position No. 2 Portland Housing Bureau		

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***255** Accept and appropriate a grant in the amount of \$370,500 from the U.S. Department of Housing and Urban Development for an Economic Development Initiative Special Project Grant for the development of Block 49 in the North Macadam Urban Renewal Area as affordable housing with 42 units targeted to low income and homeless veterans (Ordinance)

(Y-5)

184466

**Commissioner Dan Saltzman
Position No. 3**

Bureau of Environmental Services

256 Authorize a contract and provide for payment for the construction of the Westside & Eastside Sewer Rehabilitation Project No. E09121 (Ordinance)

**PASSED TO
SECOND READING
MARCH 23, 2011
AT 9:30 AM**

**Commissioner Randy Leonard
Position No. 4**

Portland Fire & Rescue

***257** Accept a grant in the amount of \$720,000 from the Department of Homeland Security through its Federal Emergency Management Agency for the purchase of one aerial fire apparatus (Ordinance)

(Y-5)

184467

REGULAR AGENDA

Mayor Sam Adams

Bureau of Planning & Sustainability

***258** Authorize a grant agreement with Portland Community College Foundation to administer \$5,000 in funds for the Youth Action Grants Program (Ordinance) 30 minutes requested

(Y-4; Leonard absent)

184468

Bureau of Transportation

***259** Authorize PGE Park On-Street Parking Event District (Ordinance) 15 minutes requested

Motion to amend to enact meter increases; however, for the first game, April 14, 2011, warnings will be issued instead of citations; and future rate increases must be approved by Council: Moved by Commissioner Saltzman and seconded by Commissioner Fish. (Y-5)

**CONTINUED TO
MARCH 23, 2011
AT 9:30 AM
AS AMENDED**

Office of Management and Finance

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<p>260 Accept bid of Tapani Underground, Inc. for the Stilling Basin Right Bank Improvements for \$646,865 (Procurement Report - Bid No. 112467)</p> <p>Motion to accept the report: Moved by Commissioner Fritz and seconded by Commissioner Saltzman.</p> <p>(Y-4; Fish absent)</p>	<p>ACCEPTED PREPARE CONTRACT</p>
<p style="text-align: center;">Commissioner Amanda Fritz Position No. 1</p> <p style="text-align: center;">Office of Neighborhood Involvement</p> <p>*261 Authorize grant agreements of \$28,138 for East Portland Neighbors, \$1,250 for Parkrose Heights United Methodist Church and \$9,633 for North Portland Community Works to administer Neighborhood Small Grants and communications funds (Ordinance) 15 minutes requested</p> <p>(Y-4; Fish absent)</p>	<p style="text-align: center;">184469</p>

At 12:52 p.m., Council recessed.

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A RECESSED MEETING OF THE COUNCIL OF THE CITY OF PORTLAND, OREGON WAS HELD THIS 16TH DAY OF MARCH, 2010 AT 6:00 P.M.

THOSE PRESENT WERE: Mayor Adams, Presiding; Commissioners Fish, Fritz, and Saltzman, 4.

THOSE PRESENT FOR PORT OF PORTLAND WERE: Commissioners Ken Allen, Peter Bragdon, Jim Carter, Bruce Holte; Commissioner Mary Olson teleconferenced; Bill Wyatt, Executive Director.

OFFICERS IN ATTENDANCE: Karla Moore-Love, Clerk of the Council; Kathryn Beaumont, Chief Deputy City Attorney; and Port of Portland Building Security.

<p>JOINT MEETING WITH PORT OF PORTLAND COMMISSION LOCATION: Port of Portland, 7200 NE Airport Way 8th Floor Chinook Room</p> <p>262 TIME CERTAIN: 6:00 PM – Adopt and implement the Airport Futures City Land Use Plan and authorize implementing Intergovernmental Agreements related to airport planning (Ordinance introduced by Mayor Adams; amend the Portland Comprehensive Plan; amend Title 33, Planning and Zoning) 2 hours requested</p>	<p>Disposition:</p> <p>PASSED TO SECOND READING APRIL 13, 2011 AT 2:00 PM TIME CERTAIN</p>
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At 8:04 p.m., Council adjourned.

LAVONNE GRIFFIN-VALADE
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.

March 16, 2011
Closed Caption File of Portland City Council Meeting

This file was produced through the closed captioning process for the televised City Council broadcast and should not be considered a verbatim transcript.

Key: ***** means unidentified speaker.

MARCH 16, 2011 9:30 AM

Adams: It's March 16th, 2011. And 9:30 a.m. How are you Karla?

Moore-Love: Good.

Adams: Please call the roll.

[roll call]

Adams: Quorum is present. Before we do any further work, I wanted to have a moment of silence in honor of the victims and those still struggling to survive in Japan. But before I do that, I -- by chance, lucky to have with us a visiting group of Japanese students from the Institute of Technology in Sapporo and arrived on February 27th and here for a month-long cultural exchange at Portland State University. Please stand up. [applause] If we could take a moment of silence. Thank you. We're going to do the consent agenda first. I'd like to pull item 245 back to my office. Do you need to read the title for that?

Item 245.

Adams: Unless objection, 245 is pulled back to the Mayor's office. [gavel pounded] Any other item on the consent agenda that anyone would like to pull? Can you please call the vote on the consent agenda.

Consent Agenda roll.

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

Adams: Aye. [gavel pounded] Consent agenda's approved. We have two time certain and no communications this morning. Karla, please read the title for item number 243.

Item 243.

Adams: Commissioner Amanda Fritz.

Fritz: Thank you, it's my joy to introduce this item which is the annual report for the east Portland action plan. By adopting the east Portland action plan on February 18th, 2009. A couple of weeks ago, we had a presentation on some of the many good projects and programs funded as a result of this plan. Such as transit equity, youth leadership training and food security and jobs for youth. The community and city sees this as a partnership we hope to continue and grow as we implement the 268 action items to provide guidance and direction to nonprofits and businesses and individuals which cross the opportunities and challenges facing east Portland. It's one thing to develop the list and another to actually implement the items. It takes perseverance, patience and many helping hands coming together. Here today we have many of those who in turn represent many others in the community involved with making this plan happen. Grant recipients and partners alike have invested time and effort in making the action plan come to life in east Portland. We have subcommittee chairperson and representative to talk about organizing efforts to implement the action plan. East Portland action plan's 43 members and supporters are co-chaired by Arlene Kimura and Katie Larsell. Come forward. And we have many presenters, so if you give Katie four minutes and the others two minutes. Thank you very much for coming here this morning.

Katie Larsell: Good morning, commissioners and Mayor Adams. As you know, I'm Katie Larsell and you saw me here yesterday in the chambers, the co-chair of the east Portland action plan, duties I share. With me are Karen Gray and David Hampsten and they'll speak after my introductory remarks. Two years ago I was part of the original planning group that put the east Portland action plan together. It was an exciting experience but there's a problem with planning and one doesn't see

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it in the thrill of putting a plan together. The problem is what happens after. There's a shelf where plans end up. A crowded shelf and it's dusty. Because plans once on that shelf are rarely looked at again. That shelf is a sad place and not just because of the costs putting a plan together. Worse, are the dashed hopes of communities and the trust of committed citizens who believe that plan would save their community. So I want you to know that east Portland action plan has never been put on that shelf. We've avoided the dusty crowded shelf where plans go to die because the city and many active east Portland citizens have a partnership to keep this plan in front of those who can implement it. How do you transform a part of the city when the people you rely on are scattered through a dozen agencies? They work for the Portland bureau of transportation, for the county, for ODOT, region one and -- or maybe Metro, they're on a metro transportation committee. These are business, busy people -- busy, busy people with multiple responsibilities. How do you avoid the dusty shelf? You do it by harnessing the power of citizens. We the citizens involved in EPAP are committed to seeing the plan implemented. You, the panel have been innovative by supporting the EPAP from creation and partnering with east Portland to implement the plan. We thank you for your past and continuing partnership we could not keep the plan off that dusty shelf without your help--so we thank you, Mayor Adams, for funding the EPAP advocate and grant program, for setting the gateway education center as a funding priority in Salem. And for all you do through the police bureau and PDC, for continuing a transportation focus including millions of dollars spent on sidewalks and pedestrian crossings. And the east Portland on the move transportation plan. And we thank you for your good advice. You were the one who is told us to go for it and join budget committees. We thank you, commissioner Leonard for being part of the EPAP from the beginning. You are one of our own. Graduated from David Douglas High School and the Bureau of Development Services enhanced housing inspector serving east Portland so well. Thank you for preserving beautiful Powell Butte in your design for reservoir 2. Thank you, commissioner Fritz, for receiving east Portland plan and look forward to your new department, the Office of Equity and the part it will play in east Portland. And thank you, commissioner Saltzman, for your support of the Gateway Domestic Violence Center. For prioritizing funding for east -- east Portland when awarding the Children's Levy. And the Bureau of Environmental Services completed a huge project on the Johnson Creek floodplain which will improve our environment while reducing flooding. Thank you, commissioner Fish, last but not least -- [laughter] -- for your support of east Portland. You get it that east Portland is park deficient and started the E-205 initiative to supplement dollars for the city and increased the parks children's program in east Portland and Wilkes Creek and Gateway Green are enough plans since you became Parks commissioner. So thank you all. Now I need to let others share with you how we're keeping east Portland action plan vital at well dusted and far away from the shelf where plans go to die. Karen gray will report.

Karen Gray: Good morning. My name is Karen Fischer Gray, I'm a superintendent of Parkrose school district. I'm chair of the education enterprise steering committee of Oregonian a Multnomah county representative for the state's fund -- funding coalition. Thank you, Mayor Adams and members of city council for your support of Parkrose and east Portland. Much of our success had been due to participation on committees, advisory committees and bureaus. Please reference them in your packet. One element comes from the strength of our issue-specific and highly active subcommittees. Some are bike, civic name, communication, community development max action and youth subcommittee. Another reason for our success is due to our partnership and participation with many, many of the city's issues oriented groups. Asset based community development, city of Portland advisory committee. Gateway education center. Gateway green. I-205 multiuse path. Minority homeownership. Parks, Planning and Sustainability budget, advisory committee. Planning and Sustainability Commission. Portland Housing Bureau. Portland, Multnomah county food policy council, and in addition, we've had representation on the PDC economic development committee. Round table, Portland planning development, transportation safety summit and city

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charter commission. We've been busy and reinstated the technical advisory committee and appreciate the commissioners' support of the group. And to accomplishing EPAP action items and asked for our input into the east Portland on the move project and finally, thank you, Mayor Adams, and council, for committing one half of the city as bike and sidewalk funding for projects in east Portland for the next two years. Thank you very much for your support. Next, I'll turn it over to David Hampsten who will speak about communication.

David Hampsten: Good morning, Mayor and city commissioners. My name is David Hampsten, a member of the EPAP communications committee. This job is to provide materials and webpage developments and translation and interpretation support to the EPAP. As you probably realize, the - the east Portland action plan is a living document -- www.eastPortlandactionplan.org -- and trapped and through the webpage which lists each action item and encouraging people to post what they've been doing toward implementation. Over 115 action plan updates have been posted since October 2010. We have also produced a handy brochure which you have a copy of in your packet. Introducing the plan to the greater community, translated in many languages. We have also translated an abbreviated 25-page version into Spanish and Russian. In addition, we make sure that language interpretation and childcare is offered at each EPAP meeting and finally, working on press releases and public events and tracked over the past year. Thank you and next you'll hear from Olivia, Randy and Mike. About the other EPAP activities during the past year.

Fritz: Thank you for your volunteer service.

Adams: Thank you very much. Hi, welcome.

Olivia Quiroz: Good morning, city commissioners and Mayor Sam Adams, I'm Olivia Quiroz, and I'm the co-chair for the civic name subcommittee. Our committee formed an action plan and the goal of the civic name subcommittee is to -- engagement subcommittee is for appropriate civic curriculum and to provide the service. The civic engagement subcommittee was convened in the summer of 2010 and ever since, we've been meeting monthly. Including representatives from the Latino, Native American, Russian speaking and refugee communities. Racial and cultural diversity has greased and many have made their home in east Portland and working to address the exciting opportunities and challenges of building a community. With the funding from the city through EPAP, we're working on a special grant applications that will fund six cultural and language specific groups and workshops. We have adopted a model which has demonstrated in this power point demonstration. It's a model how to outreach and build leadership capacities among underrepresented groups and includes instructions how to develop community leaders and train other community members to use popular education techniques. We have developed key partnerships with city, county and state programs in an effort to learn about services available in their community. We have had a presentation from the new gateway center for domestic violence about the culture-specific services for women escaping domestic violence situations. Multnomah county health department is also part of the east Portland action plan which helps with the priority items and another function is to provide translation services to the materials developed by EPAP. We have provided translation assistance on the brochures and other documents. We have also provided consultation to city brewer staff on best practice methods for working with communities of color. Our communities bring a wealth of knowledge in community organizing which is a important community asset. We thank you for your support and hope to build a stronger relationship with the city. Thank you for your time and I'll turn it over to Randy.

Randy Salazar: My name is Randy Salazar. Good morning, councilors and Mayor Adams. I'm representing the youth subcommittee, the mission is to bring the voice of youth into the advocacy process while advocating for east Portland's fair share of resources and support for young people and schools and providers. As work continues and city charter comes up for review, we see the role of youth becoming more and more critical given that 40% of Portland's youth reside in east Portland, we've proud to bring our voices into the advocacy process. The east Portland action plan

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youth subcommittee has marked a huge milestone and making strides toward bringing a bigger youth voice from the community. One of the projects we're working on is developing a website, it's a work in process, but minutes from our meetings are available. And submitting a letter for free arts northwest. Our first official show of support for youth-driven project and we're very proud of our combined effort. The youth subcommittee also had a youth presence in seven meetings with commissioners and staff. This was important and helped to put us on the right path to a youth voice heard throughout the city and a look at the way city politics work. We're in the middle of developing a plan to raise awareness of EPAP and the youth development and education community and building relationships with the Multnomah youth commission and strengthen bonds we have and making new ones. Again, committed to the critical task of involving our youth, young people and manning for the future, for themselves and the community. Thank you for your time and attention and we'll hear from mike.

Adams: Mike.

Mike Vander Veen: Hi. My name is Mike Vander Veen. A member of park lane church and Hazelwood Neighborhood Association. As a founding member of the east Portland action plan, I've learn learned to appreciate the opportunity to serve east Portland. As I become more rooted in east Portland, I've become more connected to Portland as a whole. Thank you very much for the opportunity. I co-chair the east Portland action plan subcommittee called max action with Tom Barnes, a spirit of Portland award winner. Tom is unable to be with us. I completed two years of Americorps. In old max country. Portland's first max line has connected east Portland to the rest of Portland since 1986. The planning and implementation of the east side light rail divided east Portland in more ways than one from day one but max action is operating in the present and focused on developing the max as a community asset in east Portland. Starting with five blue line stationeries from Gateway to 162nd. It began outside of the east Portland action plan effort via community meetings hosted by representative Jeff Smith. In June last year, we became an east Portland action plan subcommittee and this was an excellent move and found ourselves in good partnership with tri-met and have solid ties to five neighborhood associations, three local church, the Multnomah youth commission, the office of youth gang violence prevention, many apartment complex managers and Tri-Met and transit and Gresham police and impact northwest, the rosewood initiative and many more. Last august, working with Tri-Met and many partners we conducted a survey and recruiting effort and four hours, 40 plus volunteers at five max stations gathered 890 in-person responses. We follow up with a world café conversation. Engaged 49 neighbors and stakeholders. Today we continue to active develop relationships with max neighbors and partnering with SOLV to hold a cleanup event this Saturday. Thank you for the opportunity, max action values its tie with the east Portland action plan. I'm going to invite others to come up next.

Adams: Thank you all. Welcome back.

Jim Chasse: Am I up? I'm Jim with the east Portland bike subcommittee and a original member of the east Portland action plan and stayed on and worked with the bike master plan steering committee and from the steering committee, we've put together a great plan for east Portland and the bike subcommittee has been instrumental in building low-stress bike facilities and plan for low-stress bike facilities in east Portland and this evening, 5:00 to 9:00 you can see what we've been doing at Ron Russell Middle School and the Powell Boulevard transportation growth management plan which east Portland action plan has been a big part of also. I'm a last-minute fill-in, so all I can say it what everybody else has been saying and especially Katie Larsell. We haven't shelved the plan. We've chipped at it piece by piece and I'm extremely proud of the active transportation plan that we're putting together and as you know, with fuel rising again, our communities is going to be one of the hardest hit. So it's encouraging to know that the city of Portland and -- is behind us on this project and we're working with the bureau of transportation and they can't be any more help

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than they have been and it's been a great privilege to serve on the bike subcommittee. With that, I'll turn it over to Larry.

Larry Kotan: Good morning, Mayor Adams and commissioners. I'm Larry Kotan. I'll give you a brief run down of the grants. First off, like to references to exhibit 5. The grants funded project. We have the sewing seeds in Parkrose and a community garden in Parkrose heights and almost 40% are going for cultural and language specific. Including the share fair, funding for the Asian -- the production of a resettlement video for the use by Bhutanese refugees and the Iraqi population and Slavic funding as well. A number of programs benefit east Portland youth. We had the fields to -- the growing entrepreneurs program and we're continuing to support expanded swimming lesson the for children of low-income families. Under the category of community action, funding graffiti cleanup and enabling an RSS feed of and funding our centennial and helping with the realization of the east Portland exposition. And funding programs addressing transit issues, one being max action, another being through opal. In past testimony, we've mentioned how grant dollars are leveraging nearly seven times their amount. Residents are doing amazing things with relatively small amounts of money. In close, I want to say we thank you sincerely for your support of our grants program and want to impress we've been good stewards of our taxpayers' dollars and with that, I'll pass it over to nick.

Nick Sauvie: I'm Nick Sauvie, the director of Rose City Development and I want to thank you for your attention to the city's economy. The primary goal of the east Portland action plan economic development subcommittee is to encourage more family wage jobs in east Portland. Last year, EPAP declared the economic assessment was one of the highest priorities. The subcommittee is working with the Portland development commission to complete this assessment during 2011. It will provide an analysis of opportunities and threats focusing on key economic areas to job and business growth in east Portland. Corridors, town centers and stationary areas and main streets and industrial and employment land uses, workforce training and development and business support the subcommittee decided last year to pursue a focused area strategy to concentrate on areas such as outer Division street and 122nd Avenue and to produce a more visible impact. Supports zone changes for commercial uses and parts of east Portland have seen large residential growth. The subcommittee has been working with Portland state student team to conduct business outreach and EPAP and planning a small business summit this spring. The subcommittee's been involved in PDC neighborhood development efforts working with community-based organizations representing and communities of color to make sure the city's economic development programs better address needs of people of low-income and neighborhoods and we look forward to working with you on economic development and I'd like to introduce now Marie, Mark and Linda.

Adams: Welcome back.

Mark White: Hello, I'm Mark White, president of the Powellhurst Gilbert neighborhood association. Good morning, mayor and commissioners. S.E. 122nd Avenue study was a pilot project funded by city council after the adoption of the east Portland action plan. This project started in the spring of 2009 and was completed in June 2010. And I was a member of the citizen working group for that project. The project included a unique aspect, the inclusion of the health aspects of the built environment. This was the first time the city incorporated a health plan in a planning study. The final recommendations, project suggestions for city bureaus, implementation as well as increasing efforts and engagement by the Portland Development Commission in the neighborhood and recommendations suggest that the city bureaus work together to resolve outstanding issues specific to east Portland and several recommendations focus on potential zone changes and I believe there's a slide that has those recommendations in it. These zoning changes along with several infrastructure and economic development projects in progress, were under consideration and will provide the foundation for revitalization in Powellhurst Gilbert needed to support the numerous vulnerable residents who reside here. This project, like all EPAP projects

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will help to provide the transformative and catalytic change needed in much of east Portland. Neighbors like Powellhurst Gilbert with infrastructure issues the return on investment from EPAP projects is profound. The east Portland action plan would like city council to provide funding in the 2011-2012 funding cycle to start the projects and EPAP projects that seek to deliver the same level of return on investment. With that, I'll pass on to Linda Robinson.

Linda Robinson: This morning, I have my Friends of Gateway green hat on. We received an early implementation grant when the plan was adopted two years ago in part because they thought it was likely to leverage significant money from outside of east Portland. I know council members and others in the audience are familiar with gateway green. But it's a scenario underused strip of land, about 30 acres near the base of Rocky Butte into a recreational area. About half of the grant was used for the Oregon solutions process which culminated last December with the signing of a declaration of cooperation by more than 20 stakeholder groups. The Portland parks and recreation will be the lead agency signing the agreement with the Oregon department of transportation. The landowner. And agreed to provide \$200,000 a year for operation and maintenance once the project is developed. If the other stakeholders will raise the money needed to develop the project. The rest of the grant will be used this spring for a survey of the property so that ODOT can get the appraisal it needs prior to signing a agreement with the city. In the meantime, the gateway green project has moved on to the implementation stage. A team was formed and met earlier this month for the first time. That group created two committees. The governor's committee will work on the legal documents needed to link the key stakeholders and the fundraisers committee will launch a fundraising campaign to raise \$5.5 million. A \$10,000 grant from east Multnomah will pay for staff support for these working groups. The initial investment in gateway green has leveraged funded and sure to leverage much more as the fundraising campaign gets under way. Ted Gilbert and I and the others continue to be excited about what this project will do for Portland. Providing open space for residents in this park-deficient part of the city and off-road transportation for the region and a catalyst in the Gateway regional center. And now Marie Daniels will wrap it up.

Marie Daniels: Good morning, I'm not Arlene, who was initially going to wrap this up. I'm standing in for her and she's here in spirit. Good morning, Mayor Adams and commissioners Fish and Fritz and Saltzman. I'm the co-chair of the -- and thank you for your continued support. Other ways you've demonstrated support have been in facilitating efforts to develop partnership, leverage dollars for the grants program, engage in meaningful civic development with the many communities in east Portland and champion the geographic mapping of city expenditures and we thank you. We've had the support of transportation bureau staff in efforts to get sidewalks for some major arterials and requesting additional street for the safe routes to schools program and we've had the support of the parks bureau in acquiring additional parklands for enhancement to existing parks or planned new parks. And we appreciate the support for the office facility we use daily and thank the folks in environmental service force their work on Johnson Creek, Powell Butte and the Columbia River slough. If nothing else, these items show that this is an action plan, rather than a theoretical exercise. Many citizens of east Portland, both long established and newly arrived, felt there was little place for them in the new and improved Portland. In east Portland, we have a wealth of diversity of languages, culture, religion and generation. And we need to add improved economic opportunities and infrastructure upgrades and special services as necessary all with the a sustainable and green overlay. The action plan, I believe, is critical in bridging the transition from a suburban 1960s air area to a part of Portland, new and improved that has a place for all citizens. Our young people needs a east Portland that provides reasons for them to stay, rather than excuses to leave. Our seniors needs a east Portland that honors them instead of a repository for assisted living. And our residents from other countries need to feel that the community embraces their uniquenesses. The action plan is a roadmap to address these issues and it's uniquely community based and keep us off the shelf and in the daylight. We ask for your strong consideration to continue funding this

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effort for the fiscal year 2011-2012 budget so we can continue to promote a vibrant and diverse and economically successful east Portland. Thank you.

Leonard: I have a question of mark.

White: I thought I might get in trouble. Ok. [laughter]

Leonard: No, you're a very effective leader in east Portland and I always appreciate the tone and tenor -- when you made these recommendations for 122nd Avenue, who was it that comprised the workgroup that was involved in coming up with the specific recommendations.

White: Are you talking about the different groups or just the community working group?

Leonard: At some point, you made a recommendation that's manifested in the slide I'm looking at. Who was involved?

White: A community working group, a technical working group and I believe there was a health working group and I believe the combination of those groups as well as public process involving a number of public meetings, that's the manifestation is right there. One thing that is missing though, from Powell to Division, I think there was hope there would be mixed use zoning there, because there's already mixed use going on in that area.

Leonard: The existing businesses there, I'm thinking of the car dealerships involved in the discussion.

White: There's no car dealerships south of Division.

Leonard: This is just between Division and Foster?

White: Correct.

Leonard: That doesn't affect --

White: The Tonkins. No, they're further north. Closer to Stark than Burnside.

Leonard: Thank you.

Fritz: Thank you for this wonderful presentation and it's appropriate. And thank you for the amazing staff person who supports this effort. Outstanding work. Before we move to citizen testimony, I would like to invite Multnomah county commissioner Judy Shiprack to come up. We value our governmental partners.

Judy Shiprack, Multnomah County Commissioner: Thank you commissioner Fritz, and Mayor and commissioners. I'm Judy Shiprack from district 3 which includes a great portion of the territory that the east Portland action plan covers and I just feel, there's really nothing that I can add to what the leadership has come up from the community has spoken to today. I do really want to acknowledge a couple of highlights. Southeast Portland has been my home ever since I moved to Portland nearly 40 years ago and it's a pleasure to see the focus of the city of Portland combine with the community. My representative has been Alison Spencer. She's sitting there writing notes to me and one of her values. One of her aspirations and the reasons I wanted to work with Alison, she has a phrase, which is "beloved community." and I really just see it here today -- historic. Having salmon return to Johnson Creek and Gateway green become a city park. Having sidewalks. Thank you commissioner Fritz, the -- being emphasized in neighborhood that's haven't had them and having the Portland Development Commission focus on Gateway and Lents for economic development. And having the city of Portland be a true partner with Multnomah county and our defending childhood initiative that we're partner being united states attorney general on. And commissioner Saltzman, you know, this -- this extraordinary gateway domestic violence service center that's been acknowledged today already. Just extraordinary and for commissioner Leonard, and we know, because this is our territory, that really east Portland has felt neglected for years and I think that -- that some of the benefit of living in this community which includes a real focus on urban density so we can keep growth boundary has translated into a real burden in the dense realize areas that east Portland so this has -- residential areas that east Portland. And a remarkable diversity that exists as the demographics of the city of Portland move out to east Portland. We have so many gifts. Multnomah county continues to make a commitment to schools and continues to

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make commitments to school-based health clinic in this part of Multnomah county so I'm pleased to see that superintendent Karen Gray is here as well. It's really just all here. It's really happening and it's really happening in large because of the -- large part because of the attention and focus that you, the mayor, and Portland city council have placed on the east Portland action plan as well. So I thought thank you for that.

Adams: Thank you, commissioner. Karla, can you --

Moore-Love: We have 11 people signed up.

Adams: Good morning, welcome to city council. Glad you're here.

*******:** Good morning.

Adams: You just need to give us your first and last name. No telephone numbers or addresses.

Som Subedi: I'm the Burmese community member Mayor and city council members. We're one of the newest committees in Portland. I call Portland my new home, you provided benefits and opportunities and services as a new neighbor in the community. We in east Portland -- under the department of the program and we're produce to be part of a diverse community here in Portland. We are in transition and looking for links to the neighborhood as we grow and there will be a need for more support for socializing and involvement. As our new committee grows, the more need for advocacy grows and what we -- there's conflict overseas and here in the United States. Complexity -- refugees -- we partner with the east Portland action plan and through the power of the media. We have -- the final product will be a video it build -- and we have a grant from the east Portland action plan. The model of the video, new immigrants and refugees, our integration into the American system. It's an important theme of the video. See Portland as a new home. I'm certain this video will ease the roadmap as they get integrated into the mainstream of Portland. We have PDX -- Portland government. I want to thank you the Mayor and city council for providing the opportunity for a new dream and new life. Thank you.

Adams: Thank you very much. Sir?

Baher Ruffi: Thank you and good morning, Mayor Adams and commissioners. My name -- I'm from -- I'd like to start and say that my understanding that the major goal of the American constitution is preserving the peace among people. So I believe that was then, and it is now the responsibility of the neighborhoods as units of the community to keep this peace. So I do believe this is done through instructions with the -- interactions with the office of neighborhood involvement and with the east Portland neighborhood office. I don't want to make this personal, but I was able to touch this feeling with the welcoming attitude of the staff members when I visited them to apply for the grant of the east Portland action plan. They just made me feel as if I had been their neighbor for all my life. The goal is to build a framework to engage refugees into the American system. Starting by engaging them into the neighborhood associations. To help them restart their life in the united states and access resources for resettlement and offer tools for healthy psychosocial development and the change that's needed and learn about the free choice culture of America and for meeting to start the basis of integration through intercultural exchange. Neighborhoods are changing demographically all the time. Citizens move for different reasons and people come from outside of the states for different reasons as well. Seek refuge is one of them. The staff was eager to welcome the newcomers, with their help in removing obstacles. To meet the future expectations and -- in a globalized world. Promoting inclusiveness means we, the newcomers, receive the support and embrace of our neighbors who will experience -- neighbors will experience the giving healing to our traumatized people. Traumatized by our homes and with our investments and productivity and I may say even contribute with our culture or historical backgrounds to our new neighbors and through this effort of east Portland we're going to be part of the future of our new home through our new neighborhood and thank you all.

Adams: Thank you, sir. Appreciate it. Hi.

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Jessica Crompton: Hi, good morning. I'm Jessica and I'm a co-chair of the youth committee. I believe that the east Portland action plan is a great asset to our community, without it and without you guys' support, I probably never would have had the chance to be involved, so intricately with my own community. Because of my involvement, I've been to meetings with most of you up there and got a chance to see the way my city's government works and got to have a hand in a community where me and my family live is going to be shape. The youth subcommittee is to bring a youth voice into the community and starting with me and others like me. It will continue through our efforts and one day, I hope to see my nieces and nephews and my own children up there doing the same things I'm doing. With the east Portland action plan, that is happening and I really believe it will happen later on. The great example is not only me being up here but the fact that my 4-year-old nephew is here observing today. I'm totally excited about it. I hope to see him and his generation coming up here and getting involved in the community and knowing what it means to be a part of a good community in something that works. Thank you for your time.

Adams: Thank you. Thank you all for your testimony. Thank you. Hi, welcome.

Shelli Romero: Good morning, Mayor Adams and commissioners. Thank you for the opportunity to testify. My name is Shelli Romero and this is Elizabeth Craig and we represent ODOT and our region one manager. We're going to tag team our testimony. ODOT has enjoyed a strong partnership with the east Portland action plan. One of EPAP's top priority was focus on outer Powell. Initiate the Powell Boulevard planning project with a \$50,000 contribution and ask the city and ODOT to work together to secure a transportation growth management plan for outer Powell. The city's application was grant and the east Portland action plan's \$50,000 was matched with with a \$335,000 grant in ODOT funding allowing the parties to embark on a city and east Portland action plan partnership to establish a plan for outer Powell. This will set the stage for the future and vision of outer Powell. Missing sidewalks have been a consistent concern. ODOT and the city of Portland work together to secure federal stimulus funding to fill in sidewalk gaps. Adding infill in east Portland along northeast Glisan between 122nd and 148th Avenue. Complete earlier this year. And recently, ODOT awarded the city of Portland, \$870,000 in state flex funds to acquire the right-of-way, a necessary component of the S.E. 122nd avenue, complete the green street between southeast Holgate and Ramona adjacent to the Springwater Corridor trail and I understand that the city's application for the Powellhurst Gilbert access to schools is in the final running for a transportation enhancement funding administered by ODOT. And a triangle parcel of property to be landscaped with the installation of an immigrant statue sculpture later this year. ODOT is underway with plans to improve safety along outer Powell from S.E. 122nd to 136th and also outer Sandy from 122nd to 141st and I'll turn it over to Elizabeth.

Elizabeth Craig: Thank you. Consistent with east Portland action plan's goals to support green transportation, the environment and equity, ODOT has prioritized and identified and implementing improvements along the I-205 multi use path. From Marine Drive south to Gladstone and traversing diverse communities and runs parallel to the red and green line and oh with Tri-Met has invested to add lighting along the path where none exist and we recently complete lighting from Lents south to Gladstone. ODOT's partnership with Friends of Trees to plant thousands of trees along the path has been a signature project for us and we're greening existing ODOT right-of-way with the support of a three year, \$410,000 metro nature in the neighborhoods capital grants. One requirement is a three-to-one match bringing more financial resources to east Portland from Ikea and the east Multnomah county soil and water conservation district. We're in the middle of our second planting season. And will have held 12 plantings and one in collaboration with the Portland Timbers and one with the Boys and Girls Clubs. And Friends of Trees plant their 400,000th tree along the path. And citizen plantings that added trees and shrubs and attract 420 volunteers who contributed a total of 1684 volunteer hours and includes the -- 16,084 volunteer hours and with the industrialization center, thanks to funding. These youths received paid on the job training and crew

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leaders and. In the coming weeks ODOT will return to council as you consider the adoption of a intergovernmental agreement where the Portland Bureau of Transportation and ODOT and PDC are collaborating to make green street at N.E. 97th and Glisan. And in partnership with -- the east Portland action plan, bicyclists of color, Friends of Trees and ODOT host a equity bicycle ride. 35 of them people of color and under way with planning our next equity ride, which you're invited to participate in. Slated for august 25th. We highly respect and value the work and contributions of our government and community partners and thank east Portland action plan for their effort and allowing us to be part of this important movement. Thank you.

Adams: Thank you.

Kathy Wai: Good morning, city commissioners and Mayor Sam Adams. My name is Kathy Wai, a Portland native and grew up in east Portland. I am a youth worker at the immigrant and refugee organization and a member of our education equity committee and a proud graduate of St. Mary's Academy and Portland State University down a couple of blocks from here and I graduated from the city's diversity and civic leadership program two years ago where I was welcomed by Mayor Sam Adams and commissioner Amanda Fritz. I am here to represent my community and to thank you and the east Portland action plan for funding our project that's intended to provide critical skills and leadership to youth in east Portland. It's a Asian-Pacific American network of Oregon and a policy advocacy organization addressing the systemic inequalities and racial disparities that impact our communities. We have 30 ethnic and cultural identities and we're intergenerational. And we build community among our communities to take action on common concerns and we're immigrants and Asian and Pacific Islanders and I came from Burma and through the skills I've received I've been able to give back to my growing community here in Oregon. We continue to face consistent disparities and isolation. We're the second fastest growing community of color. Our youth struggle with many of the same inequities that face all communities of color in Portland. Lack of jobs and academic achievement gaps and declining gap. I work with youth to help them stay in school to graduate and become successful in the city. We're an initiative to strengthen the ties among Portland's diverse pacific Asian and Pacific Islander community. Our youth have experience growing up in an increasingly multicultural Portland. Youth like myself grew up serving as language translators for our parents and grandparents and becoming an integral part of our civic life. The youth advocacy institute will allow youth to address community issues and take the next steps to become civically engaged. We're recruit youth who knee additional assets to help to succeed in the community. I'm sorry we couldn't bring our students but they're busy in school and some of our newcomers are struggling to learn our English language and we hope they can attend next time. Our youth knee support and we're excite to be partnering with the east Portland action plan and other community partners including the Chinese American citizen alliance, the Oregon commission on Asian affairs and the Asian journalist association and mutual assistance associations along with local schools to make this project a success. You're invited to come and see the media and artwork on display at the east Portland expo in July. Thank you for your time.

Adams: Thank you all very much. Hi, welcome. Glad you're here. Who would like to begin?

*******:** I can start. Sure.

Adams: Ok.

Anna Sommo: I brought a poster. I'm a educator. I'm Anna, a sun coordinator at David Douglas school district, the alternative high school there and I'm speaking because we received a couple of grants from the east Portland action plan to assist us with our summer activities and we have done -- we did one last year that was -- maybe I can pass this. Take a look at photos from the students who worked on the project no. Program last year. And it's for those who have a difficult time at David Douglas and need a little bit extra support. It's a small school and the sun program offs summer and after school and weekend and break activities. The east Portland action plan funded our summer program last year, garden-based science and cooking program. Where students came every day for

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a month and did different science and cooking activities. And volunteer in the community and worked with neighbors next door at the cherry blossom retirement home and others at middle schools and that was an great opportunity to get out into the community and we got a grant from the coming summer to offer a similar program that will be garden-based but focusing on math and entrepreneurship and small business opportunities. So east Portland action plan has been really great for our program because it's allowed us to connect with -- allowed us to connect and offer additional opportunities for students who really need it during the summertime -- need it during the summertime in particular.

Joseph Berezinsky: I'm Joseph and represent the Slavic community centers. We're staying out of the government agencies so I'm the rare voice of Slavic community. We've started working in March 2010, until this time, we have developed three departments which is advocacy department which provides help for the people that don't know very good English or newcomers. They also have a department of health and wellness where Slavic community is known not to go to a doctor until there's a problem. So we educate them in this area and also, we have education department which provides the newcomers to start out with whatever programs need to get them run -- needed to get them running as fast as possible and we're thankful to east Portland action plan for giving us a grant for one of our programs, which is citizenship classes and we're going to be working closely with the east Portland action plan since a big amount of Slavic community in east Portland and that's why we'll probably be working along the way a lot as volunteers. Thank you.

Adams: Thank you and keep up the good work.

Grayce Bentley: Good morning, my name is Grayce Bentley, representing opal, environment justice, Oregon. I'm the community organizer there and we organize in east Portland which are specifically low-income communities and communities of color who experience more burdens than benefits as a result of policies and development. And as you know, Tri-Met has recently cut over 170,000 hours worth of service and implement the tenth fare increase in 10 years and while raising the fares and cutting the service and having transit be one of the most important lifelines to everyone, those communities that depend on it the most, environmental justice communities in east Portland end up being the one who is suffer the most. So the east Portland action plan has a plan to implement equity within east Portland and opal is -- they've funneled us to work on -- fund us for that goal, we're working on a campaign to extend the transfer time. To three hours and then after 7:00 p.m. Have them go on through the end of the night unlimited and this means organizing a community to speak for itself, to change a policy that effects them directly. So it's more than just stepping transfer times, it's about uplifting communities and having a long lasting meaningful voice within Tri-Met and all decision making. Thank you.

Adams: Thank you. Thank you all very much.

Tom Lewis: Good morning, Mayor -- Mayor Adams and commissioners. I want to make sure to be here this morning so I could extend the EPAP efforts and that means physically as well as see it carries on its important mission. I am with centennial community association which represents all citizens to the Gresham border. And that, as most of you know, is 174 blocks to the border and hoping to gain recognition and responsibility for those folks in my community. On 162nd and Stark Street, has been a challenging corner of my neighborhood. It is about six blocks from the 162nd max stop. And that means it has attracted mischief, to say the least. So that corner of my neighborhood, we were able to gain through a EPAP grant an Americorps position that -- Jenny Glass is doing some organizing in that corner to bring the community citizens together. It's 162nd and Stark and also the businesses and try to bring a better sense of community. The EPAP grant has contributed some funding for that Americorps position. Along with contributions from the centennial community association and, of course, federal dollars to fund her position through the next year from -- she began in November. So the commitment by our community and Jenny for her short term year, but our long term, to make sure we're represented appropriately to the city of

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Portland is vital and that connection with the east Portland office and the EPAP grant funding means everything, but it is just a beginning point for our community to build on and be more than it has been and with outlook to be even better represented and contribute to the city of Portland.

Thank you.

Adams: Thank you very much. All right. Entertain a motion to accept the report.

Fritz: So moved.

Fish: Second.

Adams: Moved and seconded. Karla, please call the vote on accepting the report.

Fritz: Thank you all for taking the time out of your busy day to come on a Wednesday morning. It's important to have it during the day when people are watching television so we can show people what you're doing with a relatively small amount of money and the mayor and I announced the equity initiative last month and thinking about what that equity initiative and what the office of equity might look like, this is a good example of partnership between the community and government. The community can't do it by yourself and the government can't and you've leveraged and grown and taken ownership of this plan and didn't let it set on the shelf and neither did the city council have any intention to let it sit. And it's been funded since adoption and will continue to be funded and thank you very much for your ongoing work and volunteering. We're doing really great things in east Portland. Aye.

Fish: I want to thank commissioner Fritz for bringing this forward and the folks who joined us this morning. As Katie noted some plans do collect moss. And I think the difference is not just the quality of the plan but the quality of the leadership implements the plan. On page four and five of report and it struck me that the reason we're making so much progress on so many fronts as you've identified has to do with the quality of the leader. Katie at the table helping us craft the budget. Linda Robinson and Ted helping us get gateway green right. Jean Demaster and Nick Sauvie, and so many hours helping us spend our monies wisely to address the needs of east Portland. Arlene and Linda, constantly agitating and advocating for parks interest. And Linda on the Parks board and Tom Lewis here testifying today is the reason that sooner rather than later his neighborhood is going to get a park. A developed park. There's land for the city to acquire. But it hasn't been developed. Karen Gray spends more time in this building than any other superintendent in the city advocating for a range of issues. I don't know how she does it and serves at the Mayor's invitation on the manning and sustainability commission and mark white seems to be chairing 15 committees but closer to home to me, he's on the Portland Housing Bureau's advisory committee and working on the county and city on food policy issues which are important. I don't mean to leave anyone out. Shelli Romero played a leadership role in the Lents master plan which is soon to come to council. What is striking is you're no longer on the outside look in. But at the table helping to implement and shape policy. That's how we make progress. Thanks to the leadership in this room, you for your work. Aye.

Saltzman: I want to thank the east Portland action plan committee. And its aggressive involvement. Very welcome. I think for too long, I've been in public office for a number of years and initially when I first started serving, there was this -- obviously a feeling of disenfranchisement but not a willingness to engage in the problem but to bemoan the problem, but now you've rolled up your sleeves and being involved in just about every aspect of city and probably county government too and it's paying off and I'm impressed with the initiatives and the people here demonstrating their commitment so I'm pleased to continue to support your activities and to gain equity. And also wanted to particularly flag at the beginning the fact that you have in all your meetings, childcare options and translation options. Those are very important. Things that I would like to see us have more at all city functions but I think you've adopted that from the start and made that as standard operating procedure. Pleased to support this. Aye.

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Leonard: I agree with everything you've said up to now. You've represented excellent advocacy and continue to do that and I really appreciate it. Aye.

Adams: Well, this is the way it should be done. You've received a -- set a new high standard to inspire others to follow. Whether they're public servants and the many layers of government intended to serve all citizens of Portland. Whether it's your leaders or fellow residents in east Portland. It's very gratifying to work with you and I look forward to continuing to do so. Thank you. Aye. [gavel pounded] So approved. Let's see. Can you please read the title for 258.

Adams: Is Todd here? Or did I skip a time certain.

Moore-Love: The 10:00.

Adams: I apologize. I will withdraw that request. Please read the title for item number 244.

Item 244.

Adams: Please come forward. Welcome back. Remind us what we're looking at again.

Kurt Krueger, Bureau of Transportation: Good morning, Mayor Adams and city council. From the Office of Transportation, our right-of-way acquisitions section. Before you is a street vacation for Hillsdale court in southwest Portland. This was before you approximately October 15th of last year and summary, this has been one of our longer street vacations, I think started in 1997 and been a work in progress and council sent all parties back to the drawing board in October asking for compromise. And a workable solution to be brought back to council. In short, we've been involved from a distance watching some conversations continue to occur between the petition and the affected property owners. There's -- there's proposals on table that have not been accepted as outlined in a letter earlier this week and this particular right-of-way is excess of what the city transportation standards would require but being used by the property owners adjacent to the right-of-way am compromises have not been reached and agreements not signed and agreed upon. At this point, the transportation department is before you with a recommendation of denial.

Adams: Discussion from council?

Leonard: Did you say there was more right-of-way than necessary according to city standards?

Krueger: That's correct, Hillsdale court is approximately 80 feet in right-of-way. Given the zoning, the standard if this remains a street would be a 60-foot right-of-way. We have 20 feet of additional right-of-way for the length of Hillsdale court.

Saltzman: There's nothing that could be worked out. The Office of Transportation wouldn't object to the reduction. That would serve the need as attempt at compromise. You have the map in front. You, southwest 33rd, there's a short street that connects to Beaverton-Hillsdale. That's an area that could be vacated that would allow the access on Hillsdale court and in addition the 80 feet of right-of-way could be reduced to a minimum of 80 feet and still serve the property owners in our opinion.

Adams: Other council discussion?

Fritz: Which piece of the 80-foot would be proposed to be carved off?

Krueger: This is not something we've vetted completely so we don't know for sure. If the council directs us, we'd come back -- but 10 feet on each side of the center line. On the far north and south side and reducing it by 10 feet from each property line. Maintaining 60 feet.

Saltzman: That would be 43rd.

Krueger: A small section of 43rd south of Beaverton-Hillsdale that connects to Hillsdale court.

Fritz: And there's not a development plan --

Krueger: There is not.

Fritz: In our land division and planned UTE development application, often the application is approved with a condition of approval to vacate the right-of-way. That's the normal way of doing things. Is that correct?

Krueger: That's correct.

Fritz: Thank you.

Adams: Ok. Anyone signed up to testify?

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Moore-Love: We have four people signed up.

Adams: Hello. Hi, good morning.

Angela Blackwell: Good morning Mayor Adams and city commissioners. I'm co-owner of southwest auto body and I agree with what was said. We're more than happy to have that reduced. We don't feel we need the whole 80 feet. 60 feet would be great. It would have a know of traffic. Parking and it -- it's a vital part of the street that our community uses. We're a small business owner that has southwest auto body, cactus jack's, heating and ducting and other mechanic shop at the other end and I feel like we've put a lot of money in the community with I believe we employ between all of us, 30-40 employees and millions of dollars going to the community. And it's definitely a vital part of a street we use. So I agree with -- with what they're recommending.

Adams: Thank you.

Fritz: What's your understanding of what's recommended?

Blackwell: That the street be he reduced from 80 feet to 60 and there's two properties Barbara owns and I believe they're going to try and work where that's vacated also. As long as we have flow from one end to the other and parking that accommodates all the businesses we don't see a problem with that.

Saltzman: You're not concerned about the 43rd vacation?

Blackwell: No, I believe that that's between Barbara's two pieces of properties. As long as we have an in and out. Like Jack has beer trucks and we have tow trucks and sometimes -- it's not all the time, but it depends on how busy we are, but there's definitely tow trucks on both ends that we use. And to shut it off on one end and try and have a turn-around for the big vehicles is very -- it's unrealistic.

Fritz: In your opinion, it needs to be a through street?

Blackwell: It has to be a through street.

Greg Blackwell: She said pretty much everything I was going to say. I'm the co-owner of southwest auto body. I'll let dean take over.

Dean Alterman: I'm Dean Alterman, an attorney for the applicant in this case. What we have are two competing policies coming up to you for a decision. The first is the availability of streets and the second is land for redevelopment. This proposal is here and still here only because from the point of view of the possibility of uniting her three pieces of property into one. Your clerk is handing to you a short exhibit. Most of these are things you've seen but I think will help to illustrate the situation. Page one is the vicinity we're talking about. And then a couple of pictures of the existing neighborhood to show what the street is used like. Exhibit 2, labeled Hillsdale court west end on the left, cactus jack's, the restaurant owned by Mr. Stanley, and building and the one next to is, the sidewalk is in the public right-of-way. That's how it's used now. Note that most of the parking is head in or tail in rather than parallel parking. That's because the right-of-way is 80 feet and the paved part is 60 plus feet wide. It's as wide as southwest Broadway that serves four businesses. Exhibit 3 shows the other end of the street. The Blackwell's business is to the right. There's a white or silver-colored car parked in front of the cars that you see there are in the right-of-way. The -- what looks like the wide only area to the lower left of the photograph is the stub of S.W. 43rd Avenue that Mr. Krueger and Ms. Berth referred to. The grassy triangle is one of the three pieces of property in the area. The purpose for her spending 13 years to pursue this is to consolidate that piece, the piece to the left of 42nd and an empty piece off the picture into one piece. Narrowing the street is in the public interest but it's not a vacation because it doesn't do anything to make the front pieces of property more developable or unite them with the back piece. The next exhibit, a photograph of the street looking west. Again, all the cars you see are parked in the right-of-way. The picture after that, shows that there were at one time, I think, the city actually used to maintain the street. In this ticket, it's exhibit 5. Sort of the in center, directly underneath the auto body. And this used to be a state highway. The state maintained and gave it to the city. And

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the city chose to maintain one but not the other. One the reasons that Mrs. Sedlin hasn't come to a agreement -- we see a truck parked in the right-of-way politicking the truck access to Mrs. Sedlin's building and next to it is a pod, I'm not sure what, all in the public street and the real hang-up because there isn't much demand for the street, everyone uses it in ways that technically don't match the code. That's where the underlying issue and objection is here. Exhibit 7 shows a slight modification to our original vacation. The green area represents what Mrs. Sedlin's property would be in a vacation were granted. We've proposed to reduce it by 16 feet at the east end that would provide a large turning circle and a fair amount of room for Ohio valley street parking. We proposed when the Johnson property, the orange section here, was included to give grant to the Johnson's an easement so they would continue to have truck maneuvering room. And proposed to continue the nose-in parking for Mr. Stanley's business. Last week, Mr. and Mrs. Johnson withdrew their consent because the law requires that owners who front on a street must consent to the vacation unless the city does it on its own initiative. We're treating that as I withdrawal of their frontage from the vacation application and whatever, ask that you do not vacate anything in front of their property unless they go on record consenting. What I've labeled exhibit 8 shows what happens to the street vacation with that strange. The area in front of Johnson's remains right-of-way and we have the same 16-foot cut back to leave the turning circle. And more if it was not left in front of the Blackwell's property. We were told to come back to try and get an agreement and didn't get to an agreement for a lot of reasons with the neighbor. The Bureau of Transportation, you asked in your December meeting to come back with a plan for the street and we told you at that time, if the plan was halfway dissatisfying Mrs. Sedlin's desire, we would have -- narrowing the street does nothing for Mrs. Sedlin. There's not a vacation that's going to happen. We couldn't reach an agreement but could answer the he concerns. Mr. Stanley's concern was parking. If allow the nose-in parking. Administer and Mrs. Johnson, truck maneuvering. It would be available for that on the current state. And we think that a 60-foot turning circle, as much maneuvering is probably adequate. We have hired an engineer to take a survey and submitted that with the letter showing that small trucks came in but in the week that the engineer was there, the engineer didn't see any semis or big trucks come in. Mrs. Sedlin is open to small adjustments in this proposal to meet the concerns of the neighbors and solve that but she and I think she's responded to them --

Adams: I need you to wrap up.

Alterman: Would you like this property to be redeveloped or not? It doesn't need a 80-foot through street.

Fritz: I would like to ask administer and Mrs. Blackwell if what you heard would be acceptable to you.

Angela Blackwell: No.

Fritz: Explain why.

Greg Blackwell: The reason all of this parking that everybody takes advantage of is because Barbara's never done nothing with her land and everybody has used it because there's never been nothing there. So -- I mean, we're proposed to her fixing up her property. We want her to do that. But we do not want her to do what she's doing. It's going to cripple the businesses there.

Fritz: Why doesn't the turning circle work for you?

Greg Blackwell: Because the week that they hired a person to watch how big a truck pull in there. We have semis pull in there. Our business is down. There's times when we have semis coming in all the time and there wouldn't be no room. There's tow trucks. There's one that came in last week that's a double tow truck, we would never get it in the area they're saying we would have and what they're trying to offer us isn't going to work.

Angela Blackwell: We aren't opposed to Barbara developing her property but I don't believe she has to cripple other businesses to justify vacating that street for her financial gain. We're totally like -- to narrow the street but we have to have that through. We have to be able to from one end to the

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other and have and I can see that some places are taking advantage of it but her -- there's nobody there and it's vacant and that's why I believe that they're parking the way they are.

Adams: You need the ability when I went to take a look at this, I think part of what you need is ability to pull through and not have to be able to turn so tightly –

Angela Blackwell: Exactly.

Adams: If you were granted access to be able to do that, 42nd Avenue, so you could pull through either direction, would that help?

Angela Blackwell: Yes.

Adams: That would help?

Angela Blackwell: Yes.

Fritz: But that's not currently developed, right?

Angela Blackwell: No.

Fritz: So that would require developing a street –

Angela Blackwell: Yes.

Adams: We don't have a street there now. We have the corridor.

Fritz: Currently there's a paved street. Obviously this is needed. To put the burden on these four businesses to install a new street in order to vacate this one doesn't make any sense.

Adams: I'm not suggesting a new street necessarily. Your business is right there on the corner?

Angela Blackwell: Yes.

Adams: I'm just saying that they get access with the driveway. Is 42nd a developed street at this point? I can't remember.

Fritz: No.

Alterman: Yes.

Fritz: But you couldn't turn around.

Angela Blackwell: No.

Greg Blackwell: It's a very steep hill on 42nd.

Adams: My suggestion was you get a driveway access so that you can do that. You don't have to back up and turn around so sharply just in your lot.

Angela Blackwell: But it's a very steep hill. Very steep hill. And semis scrape just even going up that hill.

Adams: When does it start getting steep? Right away?

Angela Blackwell: Right away.

Greg Blackwell: Right on the corner.

Leonard: So again I'm looking at the picture of your business. Why can't a semi back in?

Greg Blackwell: Well, if they were to -- they could back in off of BHH, Beaverton Hillsdale, but they would be sticking. If she did what she wanted a truck wouldn't be able to back into our parking lot.

Leonard: There's an island there. She owns the island.

Greg Blackwell: Yes.

Leonard: And how much past that island, I guess, would be to the west would the property line be if we granted what they're requesting? How much open space would you have?

Greg Blackwell: They were offering us 10 feet, I believe.

Leonard: In addition to what you have?

Greg Blackwell: Yes.

Leonard: How much altogether?

Angela Blackwell: It would make it approximately -- they're saying 60 feet, but that would be turning into the parking lot. And then, if there's any vehicles there parked, it would cut it down dramatically.

Leonard: I'm just trying to figure out a solution to your issue with the truck. 60 feet, it seems to

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me, is more than enough for the length after truck.

Angela Blackwell: If it's just a regular truck and there is no other vehicles there --

Leonard: But the vehicles would be your vehicles, would they not?

Angela Blackwell: They could be customer vehicles.

Leonard: But wouldn't you be able to control that if you had a truck coming in?

Greg Blackwell: I mean, you could do it.

Angela Blackwell: I'm sure there would be a lot of juggling around we could do if we wanted to.

Leonard: I'm trying to find a solution here, and I'm sure there's a lot of uncertainty, but if you had a truck coming in, I'm not sure I understand why it's a fatal flaw at that point to ask a customer to move their car or, if it's a car you're going to work on, you could make sure that space is available. Disabuse me of the notion that I have that it feels like you're looking just not to agree.

Angela Blackwell: No. I'm here to support all the business owners also.

Leonard: I'm not asking about all the business owners. I'm asking about this specific issue. I'm just trying to understand why 60 feet wouldn't accommodate the problem that you have with trucks.

Greg Blackwell: 60 feet of the right away that's there now?

Leonard: I just asked how many feet total available, and you said that she was willing to grant 10 feet in addition to the feet that you control, which is 50. That gives you a total of 60 feet. Why wouldn't that be enough?

Greg Blackwell: I mean, the angle that it is, if she was to put her building where she wants to, the angle that he would have to come in there would be -- it wouldn't work. I mean, if he's going to come in there to a dead end and he has a sell my, he's not going to be able to jockey it around to get in there. If he came in there nose first with a semi and he had a way to access back out, that would be a different thing.

Adams: I want to talk to Kurt if I could. So Kurt, I get that the status quo the way it is now is the best possible scenario. You've got a street that is not used for much, provides massive amounts of flexibility. When you've looked at this, do you believe, based on the standards that we operate under, that the new proposed on this map meets the sort of expectations of this kind of business for access and safety and such?

Krueger: I believe it does for the more traditional vehicle that shows up. What I'm concerned about is the larger semi vehicles, and I don't have the lengths and trailers that are associated with those.

Adams: There is a limitation on how big a vehicle can even get to the site?

Krueger: There isn't today because of the existing right-of-way that allows them to pull through there.

Adams: The highway they would have to travel to get there, can you do semi trailers on that highway?

Krueger: A 65-foot truck should be allowed to move in here. My question to the Blackwells would be, if a vehicle were to pull in, what we would want to have is a semi trailer pulling into the property in ahead-in motion and leaving in a head-in motion. We don't want trucks backing out onto Beaverton Hillsdale. What has been offered since October, a reduction of the right-of-way by 10 feet to the west of the original vacation line would be, my question would be, for the large semi trucks, how much distance would you need if 10 feet isn't going to work for a vehicle to pull in and move and move out? What distance would you need?

Greg Blackwell: I would say at least 20, because he would have quite a bit behind him then to back in behind us.

Leonard: 10 to 20?

Krueger: Or 10 to 30?

Greg Blackwell: 10 to 30.

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Fritz: The turning circle this business says doesn't work for them.

Adams: He's trying to get to a turning circle that does work.

Krueger: What I'm hearing, if they went from a 10-foot reduction to a 30-foot reduction, that would accommodate their vehicle movement. Commissioner Fritz, your question was, in narrowing that right-of-way, would it get to our standards of right-of-way dimensions we'd need today? You'd shrink the one on the east end by 30 feet and could potentially narrow the right-of-way from 80 feet to 60 feet.

Fritz: Do you know when vehicles are going to be coming to your business? Do they make appointments?

Angela Blackwell: No. We actually can be closed and tow trucks come in. Customers come in all throughout the day. Insurance adjusters come in.

Adams: But it sounds like, with the conversation we just saw, that would accommodate for all of that.

Greg Blackwell: Yes. We're willing to work with you. If we can do it, we're willing to work with it, but it hasn't been that way.

Fritz: And I'm really uncomfortable doing this in city council when we've already had a several-month delay to agreement. We don't have a proposal on the table that is acceptable to the adjacent property owners.

Angela Blackwell: When we go back and forth, we have a lot of money in attorney fees. We go back and forth and Barbara shoots everything down. It has to be all or nothing with her.

Throughout the years, the reason why it's taken so long is we'll do this and we're all ok. She goes back to New York. Three years later, she comes back and starts it all up again. Then we're, like, we're willing to work with you and this and that, and this is the road that's been happening.

Adams: Sounds frustrating. Thank you very much.

Angela Blackwell: Thank you.

Adams: This is acceptable to your client?

Alterman: I'll ask. I think it would be. The other alternative would be we could suggest to reopen the connection to 42nd Avenue. This was, after all a state highway. It was flat. It was level going out at that end. That would provide through access in and through access out.

Greg Blackwell: And it's at an angle like this. A semi truck of this nature would never go out -- they wouldn't do it.

Adams: Do you agree, Kurt? That won't work for Kurt.

Alterman: I think, because there are other neighbors who are here, perhaps if I come back up after you've heard from them --

Adams: We're trying to figure it out so that it works for you.

Alterman: Thank you.

Adams: Others?

Moore-Love: One more person. Jack Stanley.

Jack Stanley: Good morning. I'm Jack Stanley. I own the property to the west of the restaurant, cactus jack's. I'm going to try to keep my comments very concise. I'm here today to ask you to please deny the vacation of this street. It's been ongoing from 1997. Tried very hard as a current business owner to work with Barbara Sedlin on making it viable, and there's a couple things that just strike me as obvious is that we need the work. When I say "we," current business owners, people that live in the area, when somebody actually wants to develop a property, if you just take just kind of a fun, for lack of a better word, a fun, creative look at the piece of property, it's close in to Portland. It's on a busy street with a lot of residential. That little loop right there could be developed into a cute little viable efficient place with successful businesses, that the people that live in the neighborhood, the churches, the schools, people can make it work. We could have jobs. We could have commerce in that area. And it's very simple. You could narrow the street. Obviously

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don't need an 80-foot street back there, but there needs to be an access in one side and out the other. If you vacate it and block it off, the only person that it takes for -- the only person it benefits is Barbara Sedlin, and you can even watch how many times her attorney said the word, well, Miss Sedlin, this doesn't work for her. I want to thank her attorney for pointing out on pictures, which I know they like to show as unflattering, but we do use that street right there for parking, and he pointed out there might be a dumpster there for -- to put recyclables. But quite frankly the four, five businesses that are there have maintained it for 15 years. Ms. Sedlin has more frontage property than we do. She has chose not to develop it. She has a large parcel in the back. She's chose not to develop it. The only thing that she has been asking is to acquire more property to increase value so she could sell it and then be done with the area. Those of us who live and work in the area want to seeing some happen with it. I met with her attorney this winter when she was out of town, and I said, Dean, my parking is a big concession. If we're going to vacate this street and allow Barbara to increase her property value in existence, then why don't you designate an area in the back where it's not as valuable that I will share with other business owners and somebody else that would want to develop that? I said, I don't have to have is designated only as cactus jack's parking. Let's share that. The only stipulation I had is please don't make overnight parking. I wouldn't want somebody to park there for 24 hours and not let my customers come in and out, but I'd be willing to share it. Do you see one proposal on any of this gray area that she's ever proposed -- and I'm almost finished -- where she allows any allotment of any property that she newly acquires? She wants to allow me parking, which she's crammed way too many cars in here. It's not accurate. 24 spaces will not fit in the area that she has. So I'm just trying to say the bottom line is we need to develop this thing cutely, creatively, efficiently for the community and work with somebody that wants to develop the property. It's gone on since '97. I'm exhausted with this process. Let's work with somebody that really wants to get something done and not just add another piece to the monopoly board. Thank you.

Leonard: Before I'd be prepared to even entertain anything other than what has been recommended to us by PBOT, I would want to hear from Ms. Sedlin herself. You are not Ms. Sedlin.

Peter Finley Fry: I hear you, commissioner, but I'd like to say a few things first.

Leonard: You can, but I don't want to be disrespectful, but I don't -- we've heard a lot about this, and I'm quickly zeroing in on where I'm going to land, and it's not going to be advantageous to your client at this point. And what I'm hearing is a lot of people who sound to me like they're trying real hard to creatively come up with a solution, and I'm hearing intransigence. No withstanding what I might think is right or wrong, that's not a way, at least for this particular commissioner, to resolve this in favor of your client.

Fry: I understand, commissioner.

Leonard: I need to hear from her why we appear to have pretty creative conversations here but they don't happen from one council to the next.

Fry: I understand that. Peter Fry, and she will speak to you. I only wanted to establish some facts for the record. I wanted to point out that the engineer is correct that you need to enter and exit in forward motion, and so semis could enter and exit in forward motion on the east side. The second thing I wanted to point out was I hate to disagree with the commissioner, but street vacations are horribly difficult, and I have never seen a street vacation as a condition of development in my entire career. You have to get petitions. This one took two years to get the petition signed. In my opinion, it will never happen again unless you do it, and the city council has authority to do it. Third is I wanted to point out that the street is less than said 60 feet from Beaverton-Hillsdale Highway, and I have seen few, if any, streets in the city that are so close to especially a highway where people can't serve that transportation purpose. That's all the facts I wanted to put into the record, and 'd like to have my client speak to commissioner Leonard.

Barbara Sedlin: Hello. Barbara Sedlin speaking.

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Leonard: We've been listening to this for an extended period of time. You have clearly been involved with the issue exponentially longer than that, as have been the neighbors. So after reviewing the record and listening to testimony, what this seems to come down to is an inability outside of this room to come to a workable compromise. And what's troubling is it sounds like we hear creativity when we get here but none of us are comfortable on the fly amending very detailed maps that appear maybe to give each party what they need. I'm curious what it is that's happening that doesn't allow you to come to an agreement outside this room with the neighbors.

Sedlin: Well, I'll respond to that, and then I'd just like to -- I'll respond to that, but I'd like to make one bigger point. The unification of these parcels, which I happen to own, somebody else might happen to own them, is in the city interest, and I think -- in other words, forget whether it's in my interests or not. It's in the city's interest. It's in the city interest, because this is a close-in area to the central CBD, because this would be a little bit under two acres of land in an area that's sort of hard to control right now -- it gets vandalized, et cetera, et cetera. This represents an economic opportunity for development. It would add to the tax base. It's in concert with the fact there is a public bus line on there. And there is intense development farther west. So this is why I started: Because I believed the city of Portland was in favor of in-field projects. At that time, when the market was strong, which we actually proposed a multiuse project, mixed-use project, and was actually a little bit before the pearl district had been successful. So this was a creative idea, not just an idea that I wanted to grab property. The reason I haven't developed it is I need -- there needs to be a consolidation of parcels in order to have a good development. You have narrow pieces of land along the frontage and, in the back, subsequent to the time I started there's been a seed conservation overlay which affects the development of that land. Also visually that street looks like a mess, and so you're never going to get good development while it's a mess. Now I'll respond to your question. The reason we haven't been able to come to agreement, I think they're multifold. One is the ground rules keep shifting. Last time we were here, we were supposed to solve the parking problem for Jack Stanley, the circulation and truck problem for Brad Johnson, and the turning radius problem for Mr. Blackwell. Now we hear all of a sudden that everybody needs to drive through, which is a different issue. That's a circulation problem. Another reason we haven't been able to come to any -- we have -- we wrote each of these people and made a proposal to them. Two of them didn't respond. One responded and then wanted me to give them -- give them. Not pay. Give them additional land. And another person didn't respond until -- you know -- we thought they were going to accept an easement, but all of a sudden they reversed their position. I think part of it is that it's just a fear of the unknown. They don't see a proposal. They don't know what's going to happen, and that's human nature that people tend to be afraid. But I can say this: That I definitely feel that any development that took place here would be better than what we have there now, and I feel that now, by pulling back the proposal, plan b, we left the street exactly as it is on both sides of the property, and we're only asking to vacate the street strictly under -- in front of property where I own both sides. I'm not asking to vacate in front of Blackwell. I've even pulled back into my property and given him more space. And, by the way, the amount is not as stated. There's never been -- people are -- I did it -- under my auspices, we had a professional engineer do a study. He said they needed 15 spaces. Now we've left 24. They've never done a study. I've never seen any study of what parking -- what turning radius the truck needs. I don't know. But the engineers and an architect worked on it, and they said this turning radius was adequate, and they said that parking was adequate.

Leonard: I really appreciate your answer. Thank you. Mayor Adams, if we were going to vote on this now, I will vote to support PBOT's recommendation. I would make the suggestion. We have four or five other items left on the calendar. If these parties, with the PBOT staff, want to go into my office in the conference room and come back after our last item on this agenda with an agreed-to compromise, I would support that. They are welcome to use my office to have those discussions

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or we can vote now. It's up to you.

Adams: Do the parties want to entertain a good 30 minutes of work? Let me finish. Do the other parties? Where did they go? It's a pretty important decision about your business.

Fritz: They don't have their attorney here.

Adams: I'm not done yet. And the other party?

Stanley: I'm willing to do it but, like I said, to me the process has got to be worked out.

Greg Blackwell: Is it going to be done today?

Leonard: Yes. My idea would be, if you can't come to an agreement, we'll vote reflecting that. If you can, we'll vote reflecting that.

Adams: All right. So we are going to go with Kurt and Linda.

Leonard: You can go to my conference room.

Adams: So we are pausing on that agenda item. Feel free to kick out the professionals if the primary folks just want to talk amongst yourselves. Don't feel like you're outgunned by the professional service folks.

Leonard: Thank you, Mayor Adams.

Adams: All right. So, Karla, can you please read item 258?

Item 258.

Adams: I am very pleased today to introduce this topic. It's a project of the Multnomah youth commission. My education team, Portland Community College, students for giving, rocky society of Oregon, youth planning program at the Bureau of Planning and Sustainability. And this will be - it's for council consideration, Multnomah youth commission, and the youth planning program at the city of Portland, Bureau of Planning and Sustainability are launching the third round of funding for our very successful youth action grant program for this year with a pool of \$5,000 available for youth-initiated, youth-led projects. The youth action grant program will provide up to \$1,000 per project for young people to launch community endeavors that address our bill of rights, children and youth, and the Portland plan. So today I am pleased to introduce Todd Diskin on my staff as part of the education team and staff to the Multnomah youth commission who does a fantastic job, along with others, in keeping us innovative and keeping the voice of youth active in this particular program and so many others.

Todd Diskin, Mayor Adams' Office: My name is Todd Diskin, and I have the pleasure of having what I feel is the best job in city hall, the staff person for the Multnomah county youth commission. I'm here today to I think go through what would normally be a rather mechanical effort in moving \$5,000 to the PCC foundation, which we've done in the past, but also we wanted to take a moment to put a spotlight on some of the great work that has happened in the past year and highlight some of the great efforts that you are going to see in the coming months for these organizations that have applied for this grant and been awarded and really fantastic things to highlight in this effort. This work could not be done without partnerships. So much of the work that we do is based on the partnerships we create. I want to acknowledge Amy Wells here with Mercy Corps, global citizens board. She's the youth leadership coordinator. Mercy Corps has added an additional \$3,000 to the budget this year to help bolster our efforts and to do that outreach. Their partnership in all of our work has been phenomenal, and we continue to deepen our relationship with them based on their youth development programs, and so we're really proud to have them as a partner this year. I also want to give a shout out to the PCC foundation, which is the financial arm of this grant. They'll be distributing the dollars this year. Even in a greater sense, our relationship with PCC extends for the students for giving program. Dr. Kate Smith is here, who is the instructor for that program, and their class on the social movements class, which is the class to learn about giving, and additionally the Multnomah youth foundation, Daisy is here, the co-chair for this year's youth commission. They've provided essential leadership and training and development in this area, and I'd like to give an acknowledgment to Multnomah county, my partner and colleague, Mark Fernandez. And of

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course this work could not have been done without the essential help of the youth planning program. Pam Swan is here today, and she's going to share with you a little bit about the importance that BPS has had in their youth planning program. This is the fourth year we've administered the youth action grant. We've essentially distributed \$35,000 in funds over the last four years. This effort started at the end of last year's program, so our programs, the grants were all completed at the end of last summer, and so we started immediately planning on talking about what worked, what did not work in the last year, and put our planning efforts forward. December is when we actually made the grants available to the community, and we did a lot of promoting out to community-based organizations, out to schools and other youth organizations. We went actually directly to a lot of folks and said, this is a great opportunity for your young people to really get great ideas. There were four grant-writing workshops. With Pam Swan at the youth planning program and all the youth commissioners, over 200 youth came to those workshops. We had 50 people from the community attend one at NEA the highlight for me was a group of youth who were seven years old, and they came and spoke on their own behalf on saying they would like to develop a program at their school that would help them with literacy for the students there and their parents who are non-native English speakers. That was really power full especially when you have a 7-year-old standing up in front of a group of 50 people saying, this is what I want to do and this is how I want to figure out how to do it. Applications were given to be evaluated. February 8th is when that happened. 19 different youth organizations submitted applications, which is the most since 2008 and the second most that we've ever. And then they were compiled and given to the PCC Sylvania social movements class along with a rubric for evaluation. March 2 the PCC students came and presented their findings to a group of the selection committee. Awards will be handed out this Friday. I'm going to hold off on telling you who the awardees are until then, because it's an announcement special to them. 11 will be receiving funding for youth action grants this year. This work is just beginning for those awardees, because all their work will need to be done by June 30th. What I'd like to highlight in that youth action grant here today is that this grant does a lot in terms of how young people come together to make change in their communities. I'm going to turn it over to Daisy Quinoes now.

Daisy Quinoes: Good afternoon or morning. My name is Daisy Quinoes. Youth action grants are a completely youth-driven process. Youth create the applications. They create the standards for it. They also promote the grant around the city. They provide and facilitate grant-writing workshops, write the grants themselves and judge and award the grants. This is only one of the few youth-driven processes such as these nationwide. In the city of Portland, by allowing this to be a fully youth-controlled process, it shows that you have trust in youth and that you are invested in fostering positive relationships with youth throughout the city. And it also shows that the city of Portland is invested. In promoting the grants, we go around the city. We facilitate the grant-writing workshop. And we also participate with youth planners in doing this. We're part of the selection committee also along with youth planners, and we are here today to share what a great investment you have made. The youth action grant simultaneously teaches in both communities. There's a lot of skill building that takes place. These action grants teach youth in the community the importance of advocating and organizing their communities, how to collaborate with adults in community organizations and grant writing and the value of civic engagement towards making the communities better. The youth who organize and administer the grant learn about the importance of civic giving and the crucial importance of ensuring equitable distribution of public resources. And when you're thinking about this, consider the positive impact that the youth action grants will have and the youth who receive these grants and think about and consider how positive the impact will be as they become adults. In doing this, the city of Portland really helps create youth who become productive and engaged adults. And this year the James John Elementary School will be awarded \$600, and this was a really special project that Todd talked a bit about. It's a bilingual reading competition. It

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was brought up by first and second graders. The idea is to bring Spanish and English-speaking students to learn alongside their parents who don't speak English because their parents want to be involved with their school and so forth, but it's really difficult when they don't speak English. The teacher is excited about the positive participation of education and learning of her students. The youth action grant is actively including youth in this equitable process. This process demonstrates what it really means for youth to give back to the community in tangible and equitable ways, and I would like to invite you all to the youth action grant award ceremony on Friday, March 18th, at 5:30 right here in city council chambers where the awardees will be awarded. And you're all welcome to come and hopefully we will all see you there. Thank you.

Kim Smith: My name is Kim Smith, and I'm a sociology professor at Portland Community College. I appreciate the point about impact. We have a great opportunity here, and I don't know if you've thought about it in this way to have value-added impact with the money. Each time the money is given to my students, they learn about the whole process of what it means to allocate resources, then in terms of giving to the youth, engaging them, empowering them to see how to use the money, then the money gets invested into the actual project. You don't even know the value benefits that that ripples out. You actually educate three groups of people, and that has community impact. There's really, I guess, four ways that that money is actually then invested. I really want you to think about it in that way. Five colleges in the nation were chosen by Fidelity bank to develop a philanthropy program. There was a commitment through Fidelity for youth colleges, specifically, to learn about how to invest in their communities and how to develop the spirit of philanthropy. We were the only community college in this part of the country to receive that grant. The students at PCC developed the resources. They do the fundraising, develop the whole RFP process, review the grants, and that's for nonprofits for adult programs. The city learned about our project and asked if we would be involved. My students then in my community service and action seminar and now in my social movement class have been doing this very intentionally with clear learning objectives in the course. How is that they learn about community issues in terms of what's needed in our community, how to develop strategies for community building and seeing how young people are so creative in coming up with really amazing ideas of how to address issues they care about, also how to distribute resources effectively. They review the budgets and think about the good work you guys always have to do, too. Right? How do we effectively spend money? This ripple effect out into the community of real-life skill building, grant development, review, distribution, and how this has actually given a lot of hope to my students about how to make a real difference, which I think in many ways is just so essential to overcoming apathy in our community, so thank you. I'd like to point out I have three students with me today. We have Kelly and Ashley and cc on the end. Cc will share a few words about what she's learned.

Celeste: Hello. I am a second year PCC student, and so far this has been my most valuable term. I took the class with an interest in sociology and took away many important lessons. We had an opportunity to help determine the recipients of the youth action grant. Since we learned about foundations and the people that benefit from funding, this turned out very well. Even though I've lived in Portland my whole life, I've lost some connections with my community and what people are doing to improve it. However, in participating in this project, I got the chance to see what youth in my community really care about and what issues are important to them. This is valuable to me, because I care about Portland deeply, and it makes me happy to see that youth are being empowered to address issues and improve upon their community. I never got the chance to do something like this when I was younger, but I learned about the value of being a good leader in high school, and there are skills that will follow me my whole life. I believe this is a great program for both us at PCC who learned about the value of giving and the youth involved to get the chance to be leaders and build upon the community. Thank you.

Sarmad Buffi: Hello. I'm not a native English speaker, so bear with me. I'm a student at Portland

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State. I was one of the recipient whose received a grant, and I would like to share with you what it did and hopefully will continue to do. The Iraqi community in Portland, we're refugees who came in the last three years to Portland, Oregon. We're trying to support each other and organize the youth of our community in an effort that can engage us in American life as a group while building our new identity. Our project has three goals. First introduce our culture to the other people in Portland and tell them about ourselves and our values. Second, tell others, including parents, about the life of refugees in Portland and the impact on us as youth to create awareness of our needs. Third and ultimately to educate ourselves on community activities. Our project contributed to the bill of rights of children and youth by folks who are educating about freedom from discrimination and also to build our new life with love and values. The youth program the city provided gives us the capacity to bond and to bridge with other youth groups, to say who we are and how we can relate to others. We understand each other as background. There will be more compassion and understanding. Everything is better when there is understanding, acceptance, and compassion towards each other. Building awareness is the key for youth to have successful and healthy lives in Portland and outside Portland. On behalf of myself and all Iraqi youth and Iraqi families, I'd like to express my gratitude to the city and to the staff of the youth commission for providing us with this opportunity. Thank you.

Adams: Thank you all very much. Very well done.

Pam Phan, Bureau of Planning and Sustainability: Good day to all you commissioners and the mayor. My name is Pam Phan. I'm the youth planning program coordinator at the Bureau of Planning and Sustainability. I think the stories that kind of make up this youth action grants program, we kind of wanted to contextualize it for you. The design of all the partnerships we've tried to develop, the leadership learning community in California did this study, a nationwide study, about what do place-based initiatives actually do and how are they effective in actually creating some action and also doing some specific interventions that actually improve people's lives? And so they've created a report called the role of leadership in place-based initiatives. First explicitly decide that race, culture, and power analysis is important in the work that you do and that this helps deepen community dialogue in issues that have previously divided us and that this is a specific core value. There is advocacy and systems capacity. That means it provides the opportunity for poor communities as well as communities of color. Youth and communities rally around these youth action grants, as you've seen, in large numbers as well as in key numbers in terms of critical partnerships to ensure that these are successful projects even though there's only \$600 going to James John Elementary. That's critical, \$600. There's also an alignment that needs to happen in these place-based initiatives. It develops shared purpose in learning around these issues, around the issues of reducing disparity. As we work together, we're focusing on youth potential and youth action now, and we're creating a shared understanding and shared learning in the process. Finally, there is this piece around action learning that we can't really know how to make interventions if we're not actually trying things out and testing the waters. What this report tells us is that it emphasizes creative problem solving and innovation. We're working with communities and asking them what is best needed for their communities. And so these planning programs in this context is we see it as a youth community development program, that it actively targets neighborhoods as well as non-geographic place-based communities. Right? Throughout Portland, and we use these youth action grants to be able to do that. We build community capacity, and we actively participate with the long-term in mind. We're thinking about the long-term. We're thinking about how can these communities and young people learn how to access resources, be innovative and creative about how to expand the limited resources that they've got and improve for their own context and what's most relevant for them. What we try to do with the YTP or the youth planning program is to infuse energy as well as technical assistance and especially the funds with this lens of equity as well as exclusivity of all Portlanders. For this next step of the youth action grants, we'd love it if the

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council would approve this \$5000 shift over the PCC foundation, and we're really excited to continue to do this really valuable work in the community. So thank you very much for your time, and we really appreciate it.

Mark White: My name is Mark White. I just wanted to chime in really quickly to kind of reinforce the importance of Multnomah youth commission and action grants being discussed here. Our neighborhood feeds 11 David Douglas schools and at least two Portland public schools. We have six to 7000 school-age children who go to school or live in our neighborhood. So anything that has to do with youth is critically, critically important. And I think the leadership skills that are learned through this are also really important. For example, Ron Russell Middle Schools has 87% of students qualifying for free or reduced lunch. Now, that's 753 students. And it's actually even beyond that. Our meetings are held at Ron Russell Middle School, and I came early this past Monday to set up, and the school feeds kids three times a day, so they get fed before they go home. So poverty is an incredible issue in our neighborhood. The leadership skills, the empowerment that happens through the Multnomah youth commission and the grants is critically, critically important to our kids, and I just really want to help reinforce that, so thank you very much.

Adams: Well said. Sorry to rush this along. We are way over time today. With that, please call the vote. You're not over time. Our process is over time.

Fritz: Thank you very much for coming in to share about this project. This shows that the council continues to remember the youth bill of rights and upholds the Multnomah county youth commission's work, and thank you very much. Thank you to Todd and his staff, too. Aye.

Fish: Aye.

Saltzman: Good work. Thank you. Aye.

Adams: The small investment in city resources leverage in turn a whole bunch of other community resources, and it's the kind of -- frankly the kind of education for youth and adults that I respond best to, and that's the education while doing. So I'm really a big fan of this program, and I want to thank the entire staff team, city, county, other community-based partners, ONI, but most live the youth commissioners themselves and the youth planners themselves. You do fantastic work. It's very inspiring. Thanks. Aye. So approved.

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Adams: That gets us to -- shall we do PGE Park? Sorry. It is now called, since we filed this, Jeld-Wen field. This is before us today because I need to, as transportation commissioner, send a very clear message to all the soccer fans that will be attending the first game, and I will say more of a Karla readings the title. The message that I need to send is the only thing more challenging than parking around a very successful Jeld-Wen field is 40 times more people in cars than there are parking spots for in the area showing up and gridlocking a key part of the central district. The reason we're here today is because of my concern that the option that comes with season ticketholders of buying a transit pass is lower than we had hoped for. The number of people that get the free on that day transit pass is lower than we had hoped for. Another youthful comparison is, whereas the Rose Quarter has about in its campus -- so the Rose Garden arena building and our parking structures and what on-street parking and lot parking is available, that sort of close in campus has been estimated to have around 1,100 parking spots. Rose Garden arena seats 14,000. Jeld-Wen field seats 19,000. And sort of in the same sort of vein of parking spots available either on street or off street in that same area is roughly 400?

Ellis McCoy, Bureau of Transportation: 400 on the street.

Adams: And there may be 200 to 300 off street in sort of the general area. Unlike our work in the rose quarter to manage this, which has another 1100 spots in the Lloyd district that are not generally used at night, these games, which will also happen at night, are in a neighborhood that already is full of parked cars. So the point we're making today with this and with these game time and game event policies is walk, bike, take transit, park in the garages, which is another option. Park in the

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parking garages downtown. Enjoy the great nightlife that this city has to offer, but please do not drive to the game thinking you're going to find a parking spot on the street, 'cause you're not. Sue...

Sue Keil, Director, Bureau of Transportation: Tagging onto that, this is just part of what we're doing to provide access to those timbers games and to manage both the congestion and the impacts of that. So the mayor is absolutely right. If you expect to park on the street, you're wrong. You're wrong right now. But the policy objectives here are to minimize the neighborhood impact, because we actually do have residences and businesses that want access, and so you're going to try to induce some turnover as a result of the higher rates. We're going to reduce the cruising around to find spaces and cut through traffic as a result of this pricing. Not necessarily eliminate it. We're not absolutely sure that everything's going to work perfectly, but we've got the ability to monitor and adjust on that. We're going to encourage timber fans to do exactly what the mayor said. The timbers themselves took 575 slots in our Smartpark garages. We believe we have about 1500 spaces in those lots that are available. Those are the ones that are right in the light rail line. Take light rail over to the game, come boo downtown and take a bus, one of the things that not cause you to try to park right up close to it. There is additional contact that's going to be made with ticketholders to provide these options to them as well. The timbers are working with us to give us access to e-mail on those ticketholders, so we're trying to manage the whole thing, but essentially what we're doing here is mitigation and managing the congestion.

Adams: And I just want to underscore that ticketholders have the option of taking a free transit pass or having parking in the downtown structures. That's very innovative. We're very happy about that. We just need more people to take that option.

McCoy: What we're asking council to do today is to authorize boundaries for an on-street parking meter district. We want to extend the hours from 7:00 p.m. to 10:00 p.m. for evening games, and we want to increase the parking meter rate from \$1.60 to \$3.50 for all, changes that would only apply on game days. We're asking for this to be approved on an emergency basis because we have a lot of signs to put in to provide for this change, and they have to be put in within the next two weeks.

Adams: Also if I could, we have the experience in the Lloyd District.

McCoy: I'd like to go back a little bit to describe what we want to avoid. The meters currently end at 7:00 p.m., and most of the games are evening games that start at either 7:30 or 8:00. With free parking near the stadium after 7:00 p.m., what we would have is just a rush of cars into the area competing for those free parking spaces, and we would expect that that competition would happen earlier and earlier over time. We would essentially have all the spaces parked up by 4:30 or 5:00 until after the game. This would represent no parking for residents and no parking for businesses and their patrons. So, in order to do that, we feel that operating the meters during those hours of operation is a responsible strategy, and we have the technology to restrict those operations to the specific hours that the games will be operating. Now, increasing the meter rates to encourage parking turnover is a key part of the strategy. And to help us determine an appropriate event rate, we surveyed other cities who have experience with event-rate parking. We are actually recommends a rate of \$3.50 per hour because our survey shows that cities increase rates anywhere from two times there's regular rates to five times the regular rate for event parking depending on how far the spaces are from the stadium. \$3.50 is slightly more than two times our normal rate, and it's at the very low end of the cities that we surveyed. Some of the cities may include Washington, D.C., for their ward 6 ball park district. They extended their hours to 10:00 p.m. And have increased their rates up to \$8 per hour for spaces that are closest to the stadium, and their rates rainy where from two times a regular rate to four times as regular rate depending on how far you are from the station. The city of Boston and brook line more particularly, they have a district that serves Fenway Park, and they increase their hours of operation from 8:00 to 10:00 just like we are

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requesting with to do, very similar, and they increase their parking rate such that the customers are paying \$10 per hour for the third and the fourth hour. This rate -- and the rate closest to the stadium is five times their normal rate. Toronto, the Toronto parking authority, they have a district that serves their sky dome and their hockey stadium. They take a slightly different approach. They have a permanent district where they charge anywhere from \$6 to \$8 per hour depending on how far you are from the stadium. So there are a number of examples of this. Also San Francisco, although they're not -- they haven't decided on which rates they're charging yet. They recently got authority to raise their event parking rates up to \$18 per hour. So the rate that we are choosing, \$3.50 per hour is just a little more than two times our regular rate, but it's at the very low end of other cities that we experienced.

Leonard: Can I follow up on that, please?

Adams: Sure.

Leonard: Residences currently get a permit so that they don't have to pay for meter. That is correct?

McCoy: They do not in the meter district.

Leonard: This is not a revenue-raising measure but rather a measure intended to disincent people from parking in those areas, why pick the lower rather than the high end?

Adams: Because we knew we were doing something, although common practice in other stadiums - - we knew we would have a certain amount of freaking out here.

McCoy: It's a baby step approach.

Adams: And to underscore what Sue said, we're going from never having done this to doing this. We're going to see how it goes, and the action potential, the proposal in front of council allows me and the staff to make adjustments as we go. If it's too low, we'll know that. If it's too high, we'll know that as well.

Leonard: It's too low. I don't think I'm very far out on the limb. That is not a disincentive for people to park, in my view. And, again, if the intent is to create disincentives for people to park to go to games and to drive them to places where they would get on light rail, then I think, with all due respect, and unreasonably low number, and I would be looking more at the \$8 to \$10 an hour amount. When people freak out, say the alternative is to take the light rail. There you go.

Adams: We'll monitor it.

McCoy: Yes. And I was going to get to that later. We actually have the ability to change very rapidly, within a matter of hours, and we're going to be monitoring that.

Adams: Are you done, commissioner?

Leonard: Mm-hmm.

Adams: Commissioner Fish?

Fish: Have you surveyed who's using the parking after 7:00 in the affected neighborhood? Do you know the mix of whether people live there or people who are working or going to a restaurant or doing other things in the neighborhood?

McCoy: I'm somewhat familiar with the area. There are a few businesses in the area that operate -- there are a couple restaurants and some bars, and there is a theater in the district that operates on schedule, and there are some residents that use the streets after 7:00 p.m. As well. There is a couple of hotels.

Fish: If I live in the affected neighborhood and I have a permit, this does not impact me. Correct?

Keil: Correct.

Fish: But if I am coming into the neighborhood not to watch a soccer game but to go to a restaurant or something, it does affect me.

Keil: Yes.

Fish: So put aside whatever feedback we get from residents. Have we had any feedback from the immediately after affected businesses?

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Keil: Yes.

McCoy: Yes.

Saltzman: Could you give us the borders? I think I know the borders of the parking district.

McCoy: The boundaries we're considering start on southwest 18th right in front of the stadium, and they go east to I-405, which is about four blocks, and they're bounded on the north side by southwest Burnside and on the south side by southwest salmon which goes four blocks up to 14th, and there's meters on Salmon up to Jefferson that are along 14th.

Adams: To clarify, the reason that they don't go north of Burnside is we don't have meters there. What we will use, these resources that we get from this, for is more parking enforcement.

Fish: What is the feedback from the affected businesses?

McCoy: We met with the goose hollow neighborhood and actually their board on one occasion, and we met with selected board members on two occasions who were representing their interests. We expressed our concern about their inability to park if parking was free during the time. I am in receipt of a letter suggesting that they do not endorse this ordinance, because they're concerned about the impact to residences and businesses in the area.

Fish: That's the neighborhood association?

McCoy: It is the neighborhood association, but they had members on the board that were expressing the concerns from the businesses.

Adams: If I could comment on that, I mean, I respectfully disagree with their point of view because, while this might not be popular, the only thing worse is the status quo.

Keil: Having it all parked up.

Adams: We were hopeful for more of an uptake, more people signing up for that transit pass. We didn't know how many people actually would. We need to send a message now that really is walking, biking, transit, parking a car, enjoying the neighborhood. That really is the best option.

Fish: Have you heard from any business associations other than neighborhood associations?

McCoy: We notified the -- no, we have not, to answer it more specifically.

Keil: We've notified them, but we haven't heard any feedback.

Saltzman: The northwest district association?

McCoy: Yes.

Saltzman: You've notified them and haven't heard anything?

McCoy: We haven't heard anything directly from them.

Fritz: Would you have the letter from Goose Hollow dated yesterday stating that they would like us to postpone this until may. The stated reason is to protect the residents to get something in place but they disagree with that. I'm very uncomfortable moving forward with this given Goose Hollow, who has been extremely supportive of soccer at PGE park and has been well-aware of the concerns. For us to move forward and say, well, we know better particularly when I have a number of questions about this --

Adams: In good conscience, I can't sit by and say, wait till May. The notion of raising parking rates is unpopular. Parking meters unpopular. In good conscience, having worked with parking now for over six years, having been part of the original redesign of PGE park and this neighborhood has been incredibly useful and constructive, this is just going to be one of the rare times when I'm going to respectfully disagree with them.

Fritz: If I might just continue, it is a month until April 14th, and so I'm wondering if there might not be maybe not until may but I heard you say you need two weeks to put the signs up, and that would still pretty much get us to where we need to be if we delayed this for even a week.

Adams: Again, at the policy level, I'm going to take it. I respectfully disagree. I need to send a message now. In addition to the logistics, we need to send a clear message to season ticketholders to take up that option of taking transit.

Fritz: It's an emergency ordinance, and I don't feel comfortable voting for it today.

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Adams: I respect that.

McCoy: Operationally, though, we could not delay, to answer the question more specifically, because of the time that's required to put up the signs.

Saltzman: Unless you use the first game as sort of the education.

McCoy: The testing ground.

Saltzman: You could put flyers on the windshields. I never see the signs. People say they're up, but I never see them.

Fish: I'm looking at sub c in section which delegates authority to you and the commissioner in charge to change the boundaries, meter rates, and hours of operation as needed. I am comfortable with that delegation provided there's a reasonable notice mechanism to the council.

Keil: Yes.

Fish: Because there could be, in your good judgment, a substantial enough increase or boundary change that I think it ought to have some trigger to council if it wants to weigh in. What are you contemplating on that?

Keil: We could certainly report back on it. If we determine who we ought to have a good reason for making that change, we can come back and talk to you about what that reason is.

Fish: I would just say that, if we could get notice, so an e-mail to council --

Keil: Not a problem.

Fish: --of any trigger anytime you intend to do that. And also could we, within a month of the implementation of this, just get a report from your office on how it's working?

Saltzman: Don't we normally approve parking rate increases to council?

McCoy: Yes.

Keil: We do it for general parking rate increases.

Saltzman: Why should this be any different?

Adams: Because this is really a try-storming. We're figuring it out, and we're going to potentially - some people think it's too high. Commissioner Leonard makes a very cogent case that it's too low. The season's under way, and we want the ability to be flexible without having to come back every week. Happy to report. If anyone has heartburn about it, if you want to come back to city council, we can, but we want to --

Saltzman: That would be my preference.

Keil: It's a specialized event district rather than a broad parking rate increase which we would come back from.

McCoy: The biggest advantage to that, if I could just comment, is that if we have a rate that's too high and having an adverse impact, we can change it and lower the rate very quickly by utilizing the technology whereas it might take a month or more to come back --

Saltzman: I'm referring to increases, not decreases.

Fritz: Is the proposal to alter the amounts of time that people can work at meters which are currently 90 minutes?

Keil: There's two different concerns.

McCoy: There's actually three maximum time zones in that area. There are some that are 90 minutes. They're typically in front of the businesses. Now, those would remain with the meters in operation, and typically those spaces would be free for business customers during the event if the meters were operating. If the meters weren't operating, they would be full of parkers and wouldn't be available for the businesses.

Fritz: If I drive up to a business and the space has a meter in front of it at 7:30 on a game night, am I going to be able to park there for nothing if I would have done otherwise?

Adams: Not if this passes.

Fritz: I'm actually paying \$3.50 an hour?

Keil: Yes, you would.

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Adams: That's where we're trying to balance between the businesses not charging so high that we scare away all their customers but high enough that we really have an incentive for folks to find other ways to get to the stadium. One of the reasons to allow us to be fleet footed is, if we find we're impacting a particular restaurant or a particular venue in a way that is just disastrous, we might be able to and we will continue to work on creative waives to meet their parking needs. There's a lot of movement here that we need to account for. We just have to start, learn from it, and perfect it. Not starting with the brand-new refurbished stadium, starting without this in place. We're just not getting the kind of uptake in season ticketholders.

Fish: When there's parking around major venues, what normally happens is that, if someone sets the market, everyone else tends to follow. And so by setting the market at our meters for this period of time, does this impact other parking off street that either the city manages or owns or the private parking?

Keil: Something we'll have to follow up on, but we have one lot that we manage that's close there at 18th and Salmon. Is it 18th and salmon? Jefferson.

McCoy: 18th and salmon.

Keil: Salmon. And that lot will be higher than this.

McCoy: Right.

Adams: If I could, the incentive will be because it will be cheaper to park downtown?

Keil: The garages.

Adams: The garages. We build in this incentive, as a lot of stadiums do -- we built in the incentive it's cheaper to park further away.

Fish: So those rates won't change.

Keil: No. Say you're a casual ticketholder, it's only four bucks to park for the evening in the Smartpark garages, so you can do that easily as well. Commercial garages charge more for the evening rates, and I'm sensitive to what commissioner Leonard said. Maybe we haven't got this high enough.

McCoy: Typically on-street rates do influence private off-street rates.

Saltzman: If you pull up at a meter at 6:00, from 6:00 to 7:00, you pay the usual?

McCoy: Correct.

Saltzman: So the meters will be programmed to do that?

Keil: Um-hum. Yes. These meters can do that.

McCoy: Actually, it's the standard in other event districts to actually start it two hours before the game so that we can start controlling the environment actually before we get there, and we're going to propose that we would start the rate one and half hours before the scheduled time of the game.

Adams: What we have found in other cities is that people. Pay the rate ahead of 7:00 so that then it's free after 7:00 and they've filled up a space.

Keil: You've blocked it.

Adams: Four or five hours as opposed to the stated time on the meter.

McCoy: We can make a wide range of adjustments through the monitoring program that I was going to discuss. We can change the rate also in the first couple of hours, lower the rates, do anything once we get some data, understanding how --

Leonard: And to be clear, I like that approach. I'm just signaling to you I think that's where you're venturing into this experiment that we'll find we need the rates to be higher, but I'm extremely comfortable with you having the ability to adjust that as you see necessary.

Adams: Thank you. Parking, I have learned over the years, is so much like a Rubik's cube as opposed to a linear process. You've got the amount of time you can park there. You've got the amount of pay per hour. You've got impacts on private sector that are different from the impacts to the event. I'm happy to come back to council after an adequate time to sort of figure out the adjustments that we want to make. If you'll allow us to make those adjustments as we go and

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come back, that would be my preference.

Fish: Since we have an agreement that there will be notice of substantial changes under the authority that's been delegated, I'm comfortable with that approach.

McCoy: If I could quickly run through how we're operationally going to do this --

Fritz: Actually, I have a process suggestion. I can't vote for this today. I have many questions, and I want to get some more input from the neighbors. I would consider voting for it if it was set over to next week so that we could get more input and that way it could still be an emergency ordinance. Otherwise, as a nonemergency, it wouldn't go into effect in time.

Leonard: I don't think you have much choice.

Adams: Commissioner, I really encourage you to change your mind. I think this will cause significant confusion in the city, and again we're not seeing the uptick in the alternatives. We're not seeing the signs that people are taking the alternatives. I don't think people have necessarily fully thought through how little parking there is in this area, and I will encourage you to change your mind.

McCoy: If I could just --

Saltzman: First, I want to have council approval of increases.

Keil: Mm-hmm.

Saltzman: I do think -- I'm concerned that we haven't heard from the northwest district association who could probably see a lot of parking in their neighborhoods as a result of this. And I guess I am concerned about sort of the message that we are sending to all the people coming to the games excited, whether they drive, take light rail, streetcar or whatever. I'd prefer an educational campaign on the first game. We put flyers on people's cars, because otherwise a lot of people are going to come away with big tickets.

McCoy: Actually --

Saltzman: It's not necessarily the best message to send to people about the exciting new major league soccer chain we have here. Albeit they drive, they're sinners, but they drive nonetheless.

McCoy: We have a number of outreaches associated with this. There are a number of messages that we're going to be getting out regarding where to park and where not to park, and we're making actually Jeld-Wen responsible for the timbers organization responsible for some of the outreach as well.

Adams: So again reasonable people can disagree on this, but commissioner Saltzman, the educational efforts to get people to take up the offer as part of season tickets -- and how many season tickets have been sold?

Keil: 11, 12,000.

Adams: 12,000, so we're able to market directly to them. And we have been. I don't think Portlanders attending these games understand how different this is from the Rose Quarter. I mean, there is almost virtually no parking near this facility. Elvis Presley maybe sold out this to the gills when he played here, but we haven't had a lot of sell-outs and, when we have, there have been real problems. Marketing efforts, I think everyone has done great work, but our marketing efforts, we're not seeing the uptick. We need to send a message.

Leonard: If you want to move forward today, I'd recommend you pull off the emergency ordinance, set it over for a second reading tomorrow. It would take effect April 23rd.

Keil: That's too late, isn't it?

Leonard: It's too late for that game, but it will be in place for -- it doesn't stop you from doing all the things that you want to do in terms of outreach and even what commissioner Saltzman is recommending, but it does allow you to go forward.

Fish: I don't think we have council tomorrow, and I think --

Leonard: I was talking about next week. Set over is over, this would be the first reading.

Fish: If this is set over, I won't be here next week.

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McCoy: That was my understanding --

Leonard: That's a real constitutional problem there, Mayor Adams.

Fritz: We have four next Wednesday morning.

Leonard: Assuming there's three votes, and commissioner Fish is one of them.

Adams: I'm going to move to take off the emergency so at least we have that in place. I need to send a signal to the market that this will happen. We will consider it again next week on an emergency basis as well that will supersede that. But, folks, this is --

Leonard: Well --

Adams: Let me finish. This is a serious issue that we can have a positive impact on up-front, and sometimes we have to make stewardship decisions that aren't necessarily popular. And in this particular -- let me finish. In this particular case, we need to start it from the very beginning.

Leonard: You have totally persuaded me. You haven't persuaded the commissioners --

Adams: I'm not talking to you. I'm talking to these two.

Leonard: Commissioner Fish is gone. Commissioner Saltzman, I'm assumes, will be here. You need four people to pass an emergency ordinance. Even if commissioner Fritz agrees by then, you do not have the necessary four votes, which is why I suggested you take the emergency clause off.

Adams: I said I was going to take the emergency clause off.

Leonard: I thought you said you were going to put it back on next Wednesday.

Adams: So that's the law in place. It takes effect in 30 days unless people want to change their minds and I get a sense we can reconsider it with the emergency clause next week if enough people are here.

Saltzman: So you're not entertaining any amendments?

Adams: What was your amendments?

Saltzman: Council approve rate increases. That we try a trial for the first game.

Adams: You can make the motion.

Saltzman: Don't lay down the hammer on the first game. We give the education. You talk about 12,000 season ticketholders. There's also 8,000 general admission people. They're not in the contact, getting e-mails, anything like that.

Adams: That's right. They're going to get the news reports of this council action, and the message you're sending them is we haven't entirely decided how we're going to do this.

Saltzman: We're going to raise the rates, but we're going to give you a warning.

McCoy: One thing we could do is increase the hours of operations and retain the existing rate, and that's the same thing we're currently doing in the Lloyd district. And then we can go about taking data to see where we're at and we can make a separate decision about increasing the rate later.

Keil: Or you could make an amendment to have us come back on rates.

Adams: Katja just told me they sell 1900 general admission tickets two weeks out and only 500 the day of. Does anybody want to entertain an amendment?

Saltzman: Well, Ellis' suggestion, but otherwise I would and it to say council approves rate increases.

McCoy: That gives us the ability to get the signs in place and establish the event district, and then we can put the program measures in place to possibly increase the rate and other things we might want to do in the future.

Adams: Other thoughts on Ellis' proposed amendment?

Keil: I think I would -- here we are having our meeting in front of you, but I don't think we should go with the lower rate. I mean, I'd be more supportive -- you have your four votes if you just take his amendment to have us come back before we implement the rate.

Adams: That is accurate portrayal of your position?

Saltzman: I'm also suggesting we do the trial for the first game.

Keil: And come back and report.

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Saltzman: You can go with the higher rate as long as council has to approve any increases but that the first game be used as an educational opportunity, not a slam the hammer. 'Cause I do think it's complicated for people to figure these things out.

McCoy: Absolutely.

Saltzman: And don't assume people watch this meeting and watch the headlines and know that what we're doing affects their lives.

Leonard: With all due respect, if we agree to what you're saying, you are allowing the rates to continue through the game next time even though they're not going to increase, so people not aware of the increase would still not be aware.

Saltzman: My memo would allow the increase but to do it as a warning the first game, and any increases what to be approved by council.

Leonard: So you'd be ok for the increased rate and the regulation and the time extension?

Fish: The mayor supports the amendment.

Adams: So the revision is that we go ahead and approve this in nonemergency basis, that the first game is people get warnings for violations and as education. They'd still have to pay. And then, after that, we're in full force and we come back with any changes on the rates.

Fish: They have to pay the higher rate, but the penalty if they fail to is a warning.

Leonard: First game.

Saltzman: And then council approves increases.

Fish: Seconded.

Adams: I'll take both of those as a single motion.

Fritz: A friendly amendment?

Adams: It depends on if it gets your vote. [laughter]

Fritz: We could leave the emergency clause on and have another hearing next week. Then I might well be able to support it. I understand that you want to do it.

Adams: I'm not sure who's going to be here next week.

Leonard: If everybody's ok with the amendment and we have four people here, it will pass.

Fritz: My concern is with the public process.

Adams: There are only three next week?

Leonard: I'm sorry.

Adams: Call the roll on the amendment.

Moore-Love: Clarify the amendment. It's to remove the emergency clause?

Adams: No. The amendment right now we're considering is that we will go ahead and enact the meter increases but that we will, instead of citations with actual dollars amounts, will issue warnings and then, from there on, it's tickets.

Keil: After the first game.

Saltzman: And council approves rate increases.

Fish: And I seconded it.

Fritz: This is on the amendment. Aye.

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

Adams: Aye. So the amendment passes. And we'll have enough people next week to do an emergency?

Moore-Love: Yes.

Leonard: I'm not sure I can support it...just kidding. [laughter]

Adams: OK. How many people signed up?

Moore-Love: No one signed up.

Adams: Alright. I'm going to hold it over one week because this is going to happen one way or another. Commissioner Fritz will have the opportunity next week to vote for it or against it. I want to make sure, if she votes against it next week --

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Keil: It can't be an emergency, can it?

Leonard: Right now, we've amended it, it goes next week, it's an emergency ordinance, if everybody votes, yes, as indicate, it passes.

Adams: But if the commissioner votes no.

Fish: You have to pull. You and I will not be present. You will not be present for the next week.

Adams: I'm going to go with my original idea on processing and take off the emergency clause and we'll vote today on a non-emergency manner and also consider it an emergency form next week and that's the best I can do.

Leonard: Can we do that? [inaudible]

Adams: You're right, thank you.

Leonard: Right.

Adams: All right. Commissioner Fritz is in command seat here. So take off the emergency clause.

Leonard: I would leave the emergency clause on, wait until next week.

Fish: I would encourage you --

Leonard: At that point, if there's a problem --

Adams: This is unfortunate but the signal is hopefully is being sent, we've got to manage the city. Sometimes we have to be stewards before we're popular. It moves to next week on an emergency basis for another consideration. [gavel pounded] All right. Next item on the agenda.

Fish: Mayor, there's a point of order. I have to do interviews for a hire and can I inquire of commissioner Leonard whether the report to come back to council.

Leonard: I'm assuming, I see the parties in here. Could we have maybe PBOT come forward and tell us what we're voting on.

Item 244 return.

Adams: Yeah, thanks. Anything happen?

Krueger: Stewards are not popular. Office of Transportation. I think we're 99% there. There are still disagreements but that's a deeper level than what's at stake in the vacation itself. I've got a rough exhibit, we propose to be back next week for a final vote with a final map. It's a compromise.

A compromise of 10 feet to be vacated on both sides and the darker shades to the west. The cactus jack's and Mr. Johnson's would be included in the 10 feet as indicated in the original street vacation.

S.W. 43rd would be proposed to be vacated. On the ground, as it sits this will not have one ounce of impact for vehicular or parking movement. As it's there today. It's a cleaning up of property lines to a standard right-of-way width we would have today but does not impact businesses.

Saltzman: This includes the 10 feet for the southwest automotive?

Krueger: No, it stops at their property line, their property was not part of the original vacation as processed in 1997.

Fish: What do you expect to come back with?

Krueger: Something cleaner than this hand drawn map, more of a legal looking document that can be adopted and recorded with the county.

Adams: Any discussion or direction from council? Is this something that people are generally supportive of? All right. So it will come back next week to pro forma adopt it. Thank you. [gavel pounded] appreciate it everybody. That lets us to item number 261.

Leonard: 260.

Moore-Love: 260?

Adams: Sorry, yeah.

Item 260.

Adams: Yes. Ms. Moody and team.

Christine Moody, Bureau of Purchases: Christine Moody, procurement services. You have before you the procurement report recommending a contract award to Tapani Underground in the amount of \$646,865. Subcontracting participation on this project at bid time was 3.4%. With work

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being performed in the area of concrete cutting. Since the bid closing, my office worked with Tapani to identify additional trucking work for woman-owned business bringing the participation up to 18.9% on this project. So I'll turn it back over to council, if there are questions regarding the bidding process and there's people here from the Water Bureau to answer technical questions and representatives from Tapani if you have questions from the contractor.

Adams: Discussion from council?

Saltzman: Good job in getting the MWESB up 18%.

Fritz: That's good work. Thank you. I have a question how the project approved in terms of environmental review for the new --

Ryan Nelson, Portland Water Bureau: Could you state your question again.

Fritz: How was the project of what this contract is going to do, what kind of environmental review process did it go through?

Nelson: It went through all of the environmental reviews so we had a 1200c, went through the 404. The DSL authorization. Working in the river, so it went through -- all of the -- we have the big package here. We have all the permits and reviews already in hand in the bid package. So --

Fritz: Thank you very much.

Nelson: Yeah.

Adams: All right. Anyone wish to testify on this matter? I'll entertain a motion to accept the report.

Fritz: So moved.

Adams: Moved and seconded, Karla, please call the vote on the motion.

Fritz: Good work, aye.

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

Adams: Aye. [gavel pounded] Can you please read the title for emergency ordinance item 261.

Item 261.

Adams: Commissioner Fritz.

Fritz: Thank you, mayor, and thank you commissioner Leonard for staying late. Thank you all for staying late. We'll try and make this as brief as possible but we did want to have the opportunity to talk about the wonderful grants. This is the fifth year of the city providing funding for the neighborhood small grants to the seven neighborhood coalitions and while budget cuts have reduced funding for the fifth year, Portland's neighborhood and coalition district offices will give out approximately \$90,000 for community projects to be completed in 2011. Turn it over to our distinguished panelists.

VanderVeen: Thank you. I'm Mike VanderVeen again. Thank you for having me again. I'm a member of the east Portland neighborhood small grant selection committee and here to thank you for providing funding for the neighborhood small grants and tell you what's been happening with the program. The small grants funding is a wonderful way to empower east Portlanders to bring community together around neighborhood projects and events they design themselves. There's an amazing engagement tool. You'll see evidence from the pictures on the slides there.

Fritz: Let me interrupt to clarify which was part -- should have been part of my introduction. What we heard earlier this morning was the east Portland action plan. This is a different funding stream and different set of people doing the work even though you yourself are the same person doing the work.

VanderVeen: So true. And another difference is that the east Portland action plan chose -- take monies granted to them and use to create a grant program. So it wasn't something that was coming straight out of the city. So it's not just always going to be there. It can come and go with the east Portland action plan where the ours has been stable for the last couple years and we appreciate it. I wanted to acknowledge that funding the coalition newspaper is part of what you're voting on today. The east Portland neighborhood association news. 7,000 is the minimum of direct mailings that comes -- for each issue that comes out. Your office should be on the mailing list and the wards are

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featured on the front page of the most recent issue and feel free to pass that around if you want. The committee that chooses how to distribute the funds you provide is made up of community members recommended by chairs of the east Portland neighborhood association. The committee includes representatives from neighborhood associations, business association, a school district, a faith community and immigrant community, local library and local community center. Last year, we gave out 14 grants totaling \$3,775 and leveraged 1,000 -- \$105,078 and included is 3,304 volume hours. Funds -- volunteer hours. Went to community activities and a youth program. This year, we saw 40% increase in applications over last year. Yet we will distribute 25% fewer funds. Even so, our applicants are getting more savvy and we project that an 18% increase in what we will leverage using the money in the community through other funding, in kind donations and volunteer time. The program is soaking into the community and the community member are getting more savvy using the money. I wanted to point out this year there's a requirement all the projects involve an east Portland neighborhood association in some way. So the funds are helping to build neighborhood association capacity and that distinguishes between this program and the action plan. This can be a stretch for the applicants as well as neighborhood associations. With your favorable vote today, the 2011 grants will seed 10 community event, one immigrant youth project and two community gardens and I'd like to invite Cathy, one of our 2010 small grantees to talk about her project.

Cathy Gould: I'm a member of a church located in east Portland. After about a year and a half ago, members of our church had a vision of making our property available for gardening to the apartment residents who live near our church. Neighbors and church members formed a committee, did a lot of research and wrote grant requests, to request money to build the community garden and I'm here to share how Portland neighborhood small grant program had a positive effect on our community. I have pictures to share. This is what our property looked like in the beginning. We have a pathway that goes over to the max line, we're on the corner of 143rd and Burnside and at that time, that was all grass and kind of weeds. And we have a landscaper who came and helped along with -- we got the small neighborhood grant and that enabled us to take the sod off and put in our watering system. And then this was about -- this was in July, and we were able to start growing at that time. We have about 20 plots. Two raised beds and everybody who is gardening in our garden is an apartment dwelling, which is exciting. We had David Douglas construction class come in and they built a shed and then the front of the garden right on Burnside, we built a native plant bedding area. And we use metro plants to build our hot composting system and there's a picture there of a giant pumpkin bed that the neighborhood children came in and they planted that. We had a dinner in October and we invited the gardeners and the church members and the neighborhood. And then this was actually building the plant beds. And this is kind of what it looks like today. The picture was taken in January. So what we gained from this project, collaboration, a chance to work together, learn and build positive relationships and build something great for the community. Connections, building the garden has also built connections within our community and we have connections with the east Portland neighborhood office and they've been a great resource. The max action plan. The neighborhood associations. Glenfair elementary and David Douglas high school. Parkrose heights community gardens, peace life. And several community gardens in the planning phases right now. We're a mentor for those gardens too. The appreciation comes from -- we were work, out in the garden, building the native beds and people would walk by and say, "thank you." and it took a long while to figure out why. We figured out they were thanking us for building something nice in the community. And we developed an appreciation for our neighbors through this garden too. In November, we held a informal evaluation with our gardeners and this is what we learned. We learned we raised over 300-pounds of produce in the crummy growing season where there was a lot of rain. 30-pounds donated to snow cap. We learned 500 hours of community volunteer time was donated to build the gardens and this is the quote on one evaluation. A gardener

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wrote I've lived here for two years without a real sense of community. This got us out of the apartment and meeting our neighbors and that really means a lot, I think. So we thank you, the city of Portland, and our grantors, we had two other grants by the way, one was an EPAP grant and community watershed program grant to help build our garden and thank you for the opportunity to share about the garden.

Nova Newcomer: Good afternoon, Mayor and commissioners. I'm Nova Newcomer and I'm here representing the neighborhood grants committee and to let you know about me. I have a young child who is three. I work with the center at Portland state center for woman politics and policy and my first involvement with north Portland neighborhood services was getting them to allow me to rent the tables and chairs for free that they have down at the fire house so I could do a fundraiser for Sunday parkways. If you like events and projects in your community, you need to stand up and support them. So it was helpful to get that -- those resource so I could host the fundraiser to do that. I think the other piece that's important, I'm actually a new grant committee member. I love where I live. I love north Portland, I love Portland, I grew up here and I also believe if you love where you live, it comes with responsibility. And about a few months before I put in an application to be on the committee, I was talking to my husband, I wish there was an organization that was put together that I could do work on investments in my neighborhood. And I even talked about it being north Portland investments and I got an email from a mom's group I'm on. North Portland mom's group, calling for applications for this committee and I was pleased to find out there was an infrastructure there to allow me to gauge with investing in my community -- engage in investing in my community. And the wonderful projects and the committee itself is a really important part of community engagement, rather than just making a recommendation requesting action, the committee is composed of north Portland residents and the majority don't sit on neighborhood association boards so it's a new way for people to be involved. And we spend hours going over dozens of applications and really take action and responsibility to fund what we think are worthy -- and responsibility to fund the projects and it was the first year being in the room where we were deciding what to fund, everybody came together that night and we were going to be there until we made the hard decisions and all of these projects were very worthy but wanted to make sure our dollars were well spent to get the maximum impact. So we thought about criteria like, you know, are we looking at all of north Portland? Funding projects in various geographic regions in north Portland? Are we funding education, are we funding arts? Looking at a diverse array of criteria for what to fund so we were making the maximum impact in the community. Just to give you an example of one of the -- our projects I think it really illustrative why the programs are so important. The St. Johns' market and Roosevelt high school internship and fund teens with what we believe will be critical summer employment and they'll get experience working at the St. John's farmers' market and promoting food security in the community and at the same time, the market, as you know, reaches hundreds of north Portland residents each Saturday through the growing season but doing the work I do at the center at Portland State, I know that youth opportunity is a really key part of any community investment because for people to see that there are jobs that actually have a thread to a potential career or other involvement down the road I think is really important. So granted we've all probably done our pizza and Subway jobs but giving kids a job at farmers market, I think, builds career skills for later on. We have a small pool of dollars as you know and we've funded this year we'll fund seven community building programs and to give you another example of the types of projects, it's not just youth. It's looking at the environment. Looking at under-served north Portlanders and helped the food bank to restore their foundation so that they have dry storage for the food they hand out so we really feel like we're not just giving opportunities for these projects but ways for people to plug in to being active and investing in their community and that's a really -- those two things are really important. At the same time. Thank you for the opportunity to talk to you today.

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Fritz: Thank you very much and thank you to Richard and Paul and Tom who are here and Brian from the neighborhood office.

Adams: Anyone wish to testify on this matter? So this is an emergency. Is that right?

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

Adams: And the purpose is?

Fritz: We get the money into the community as quickly as possible.

Adams: Karla can please call the vote.

Fritz: Thank you very much for waiting and enjoying watching democracy in action. Thank you for your work in the community. Aye.

Saltzman: Good work. Sound like good grants. Aye.

Leonard: I agree. Aye.

Adams: Having worked hard as a commissioner to get this grant program up and running, I was hopeful it would succeed and you show it exceeds beyond my wildest initial imagination and thank you for being such a great partner. Aye. [gavel pounded] Approved. We're in recess until 6:00 p.m. Where we're meeting at the port. The airport.

At 12:52 p.m., Council recessed.

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Closed Caption File of Portland City Council Meeting

This file was produced through the closed captioning process for the televised City Council broadcast and should not be considered a verbatim transcript.

Key: ***** means unidentified speaker.

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[Gavel pounded]

Adams: In city hall when you do this it actually sounds like something. Here it's because of these great very environmentally sustainable. March 16th, 2011. And this is a joint meeting of the Portland city council and the Port of Portland commission. And we were just -- we were just wondering when was the last time the city council and the Port commission met in joint session. And Bill Wyatt said, well, it was probably back when the city gave the port all the public docks. And --

Bill Wyatt, Executive Director, Port of Portland: We have some parts of that we would like to give back to you.

Adams: So we are not gathered today to reopen that excellent business transaction between the city and the Port. Hi, Karla. Karla is the council clerk. And she will call the roll, I understand, for everyone gathered up here.

Moore-Love: Right.

[calling roll]

Wyatt: I'm here but I don't really count.

*****: Oh, come on.

*****: Come on, bill.

Adams: So would you like to read, there's only one item on our agenda. Right?

Moore-Love: Correct.

Item 262.

Adams: So welcome. This is a historic meeting between the Port commission and the Portland city council. And I want to thank the port of Portland team and the commission and executive staff for making us feel very welcome in probably the most sustainable, one of the most sustainable building facilities, on the planet. We are very glad to be here. The fact that we are meeting jointly is important and symbolic and its symbolism that is actually matched by the substance of what we're considering tonight in terms of the strong partnership between the Port, the city, and our jointly held sustainable-sustainability and economic goals. The airport futures package comes to the city council and the Port commission with the unanimous support of the 30-member PAG and I want to applaud everyone who worked on this project to bring it to fruition. The fact that this would be coming forward from the advisory group in unanimous fashion is a wonderful and inspiring surprise. Especially because of the complexity of the issues that everyone had to get through. So I understand that tonight we will start with the staff overview, after we hear from executive director Bill Wyatt. And then in recognition of the three-plus years of work of the airport futures planning advisory group, we will have the PAG present some comments and then we will take public testimony and have council commission discussion and I am supposed to remind everybody that this is a hearing. There will be no votes taken tonight. This is a nonemergency ordinance and under the city's rules we are taking hearing tonight. We will either decide at end of the evening to keep the record open or closed. And we will have a vote -- when is it scheduled for a vote?

Moore-Love: April 13th.

Adams: We will be considering it for a vote on April 13th. Port director Bill Wyatt.

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Wyatt: Mayor, thank you very much. And thank you to the members of the council for being here. It's great to have you in this space. I would just say briefly we are obviously very happy with our new home. Still in the city, not in downtown. But very pleased with the space. It was a business decision to construct this and to move here, but one that also I think really reflects well on the place where we live and where we do business. And so we are really pleased to be able to be part of this session with you. I really don't have a lot to say this evening, which is appropriate, because I think that the product and the effort really speak volumes. And it's pretty extraordinary. Having been at the beginning of this process, I was telling commissioner Carter that I remember, I think it was my first council meeting after having gotten this job, was unbelievably contentious session around the conclusion of the conditional use, our last. And a commitment on everybody's part to find a better way. And some skepticism, I must admit, about whether a better way could be found or achieved and I think that this remarkable group of citizens and staff and consultants, to be sure, have really demonstrated the extraordinary value of a really trusting, the citizens to approach complex, tough and contentious issues, and resolve them. And at least to my satisfaction, they have done that. And so I know on behalf of our commission, and the entire organization, we are enormously grateful to you for being our partners in this process, and to the many, many members of the PAG who are out in the audience tonight. I remember when it was created. It felt like a cast of millions. And people hung in there, participated, and really have given us I think a terrific product. I might mention, commissioner Mary Olson is on the phone. One of our Port commissioners. She was involved in the PAG. Been there from the beginning. I think her term officially expires either tomorrow or the next day. She will be with us until a replacement is named but I just want to acknowledge her because these are all volunteers here. And she really put a great amount of effort and energy into this activity. I appreciate it very much.

Adams: All right. The run of show tonight as they say is we are going to hear from Steve Schreiber on the process and then we are going to get some comments from Susan Anderson? No? Ok. And then we are going to have a presentation from the city/Port staff and from there we are going to hear again from members of the advisory committee. So shall we begin with Steve?

Steve Schreiber, Port of Portland: Yes. Good evening. I'm Steve Schreiber, the aviation director for the Port and as Bill said, the seeds of this process were really planted about 10 years ago. It was intended to build a better, more collaborate stiff process between the city, the Port, and the community around airport issues. And I am glad to say we have really done that especially in the last four years, around the airport futures work. I would say we have really come a very long ways. It hasn't always been easy. I don't want to be naive and saying that. It's been tough sometimes. There's been difficult conversations, difficult things to work through. But the group, including the PAG members, the city/Port staff, we have been committed to working through those issues and we have been committed to talking. And that's really been a huge benefit that will outlast this particular process. It will go well into the future. I would like to just take a minute to thank all the PAG members. Incredible amount of energy and dedication to get through this process. I would especially like to call out the chair of the PAG, Bill Blosser, for his leadership. Bill did a great job in shepherding us all through this. I would also like to mention our consulting team, too many people to mention individually but I would like to single out one person, C.F. Booth with the Jacobs Consultancy. C.F. and his team did a fantastic job for us. I would also like to thank our facilitator, Sam Imperati. He kept things light when it got tough sometimes. So if you know Sam, you can appreciate the value that he brings to the process. I would also like to thank Susan and all the staff at the city for working with us, cooperatively, to get to a good conclusion on this. And lastly I would like to thank the city council and the Port commission for your leadership and for sticking with us through four tough years. We wouldn't have gotten to a successful conclusion without that support. So in closing I would just say the end is really the beginning. We are at end of the airport futures process but it's really the beginning of a lot of work that we have committed to

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do. We are going to be standing up a new community advisory committee so we are looking forward to working with that group and to meeting all the commitments we have made in the I.G.A.'s. Thank you very much.

Susan Anderson, Director, Bureau of Planning and Sustainability: Thanks, Steve. I am Susan Anderson, the director of the Bureau of Planning and Sustainability with the city of Portland. And the great part of being second in a really tight partnership he already said everything I was going to say. So mostly I wanted to add that it's been an incredible partnership in terms of the ability of not just the city and the port to come together, but the airport futures advisory group, the partnership with them in building under Bill Blosser's leadership something that's not just your going to adopt but something that we really believe will step forward into implementation in a really smooth manner. And so this is, again, just a starting point like Steve said, it is about adoption, about the adoption of this policy but it's very, very much about the next step, about implementation and we are looking forward to that very much. I also very much appreciate the level of collaboration of all the stakeholders. It was a long and arduous process but it's something that people really came together, step by step, every time we came to something where people couldn't disagree people took a deep breath, looked for other options and managed to come through and we really appreciate that, both at the port, the staff here that worked with me at the city, and all of the stakeholders. So thanks for your time tonight.

Adams: Thank you both very much. We are now going to get an overview from Jay and -- Jay.

Jay Sugnet, Bureau of Planning and Sustainability: Jay and Chris.

Adams: Jay and Chris.

Sugnet: Jay Sugnet with the Bureau of Planning and Sustainability with the city of Portland, also for the record, the project file is in the room and available for review. And we are going to give a very quick 20-minute overview and it's always a challenge with a, to try to summarize a three-year planning process but we are going to give it our best. So a little bit of history. Alluded to this a little bit, we really started this process back in the late 1990s when the Port was coming to the city with their conditional use master plan. The reason they were coming to the city was because the airport is a conditional use in an airport zone. And we realized that the Port realized and the city realized and the most importantly the community realized that system really didn't work very well. So without going into all the details, end of 2001 joint resolution there was a decision made that, hey, next time the Port updates their master plan, the city should do a comprehensive look at airport growth in a regional context. And that was the birth of airport futures. It was a three-year process. We started in 2007. Concluded just last year. And had these three main products which now we will talk about the land use plan. First we will talk about the master plan and also the -- we will finish with the three intergovernmental agreements. So a couple key themes throughout this process. The first was sustainability. Not just the three-legged stool or the triple bottom line, but we had a specific definition for the airport and that was meeting the region's transportation needs. [laughter]

*****: We're live.

Sugnet: Without compromise the livability and quality of life for future generations. Another common theme was certainty. So PDX has certainty that it will continue to operate within the current location but it's also certainty for the community that the big projects like a third parallel runway or a new decentralized terminal will require a new planning process. And also the community knows that the future planning and development decision out at the airport will be guided by the vision and values, that vision that the planning advisory group created, through this ongoing public advisory committee called the PDX community advisory committee. Just putting all the pieces together the planning advisory group report is a great summary. It has a summary of the PAG's process, what all the products are, and the additional recommendations that were made by the PAG. The city has a summary report that summarizes our rather large stack of paper. And I

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thank you. And I will talk about the land use planning. Chris will go over the port's master plan that's summarized in there, the master plan summary report and these three intergovernmental agreements. So as we have been talking about planning advisory group was certainly at the center of this whole process. There was quite a bit of work that was done to plan this process so as our facilitator liked to joke only in Portland do we have a process to plan a process. But it served us well. So in that early work we identified the need for subcommittees to really delve into very specific topical areas like the forecast for sustainability. We had a technical advisory pool which drew from other agencies and also other organizations. And the land use plan went forward to the Portland Planning Commission, back in the summer they held three hearings and they made a unanimous recommendation to the Portland city council which is before you today. The master plan is coming before the port commission for the first time tonight. And then these three intergovernmental agreements, two are between the city and the Port and the third one involves the city, the Port, and the city of Vancouver. So here's our planning advisory group. 30 members. This was taken three years ago. They were a bit younger but I think you will still recognize them. They met 24 times and these were three to four-hour meetings. We had 63 subcommittee meetings. We had 13 community meetings on both sides of the river. And 131 stakeholder meetings. And a key milestones throughout the project we briefed all the various commissions and councils. And I don't think anyone in this room would have thought that four years ago, the advisory group would have come up with a consensus recommendation. But that's exactly what they did. Before Chris talks about the master plan I wanted to give you a sense of the study area boundaries. PDX is certainly a regional economic asset but also has potential impacts in terms of noise, natural resources and transportation. So we looked at the broader, those broader impacts as part of this process. And just wanted to leave with you that and turn it over to Chris.

Chris Corich, Port of Portland: Jay, if I could get that mouse. Thanks. Find the cursor here. It's somewhere. There he is. Ok. The master plan is really a long-term development plan for the airport. And we like to plan our facilities to accommodate the growth that we think might occur and we developed a forecast that looked out through 2035. So that was our litmus test. Would the facilities that we are planning for accommodate that growth and I'll talk more about that in a minute. It's also important to say that we don't build based on a forecast. There has to be actual demand before we will go out and start a project. Because if the demand is not there there's no point in building facilities. We can't afford to have empty facilities. As Jay talked about sustainability was one of the key criteria. And when we looked at an alternative we tried to consider the economic impact and consequence, the environmental consequences and the social values of the PAG. Our goal was to really preserve options for the future. We have just seen tremendously in the last month how much things can change during the last planning process, things changed. So keeping options open is hugely important. If we had a way to pick an alternative that had lesser environmental impacts, then we would consider that. How do we use our land use resources efficiently? We have a river on one side, a slough on the other, a freeway on one end and another water body on the other. So we are very constrained so we have to be very thoughtful about how we use the land. Operational efficiency, the things that we can do in the way we operate the airport that would allow us to have more throughput and prevent us having to build something new, so that would be something to consider and finally how you would phase a development was very important to us. Because if you can't get there from here, then it's really hard to say, well, that's a good destination that you want to get to. This is the forecast of passengers that we developed. And one of our forecasting consultants was fond of saying there are no facts about the future. And I think that was really very wise statement. In the sense that as we looked at the forecast, we saw conditions we could envision conditions where if the cost of fuel was low and there were plenty of jobs and lots of income, you could have passenger growth that would track the top line there and it would be very aggressive. If you had kind of middle of the road fuel prices,

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and jobs and economy, it could be in the middle range. And there certainly are scenarios we have seen in the last several years that track the low range of that forecast. But it was important for us to consider how any alternative would provide facilities for any of those. But we really used the one in the middle and to characterize that it's essentially about a doubling of the passengers we have here between now and 2035 if we were to track that middle forecast line, which was call the 50th percentile. That was one of our benchmarks but we certainly looked at the high range and the low range as well. I think this is a diagram of what the master plan represents. And now I will use my cursor if I can get it going here. The thing that where I want to start is at the bottom. And right down here at the bottom, if I can make it move, and it doesn't seem to want to, but at the bottom third of that you can see a gray line that runs to the left and the right. And that is the third parallel runway that was so contentious in the last master plan. And you can see that it's still on our planning document. But we refer to that as a corridor for conceptual future runway. When we did the forecast and looked into our future we said that runway is based on what we know today beyond the planning horizon of 2035. In fact, it may never occur. But we felt like, given all the things that I told you about earlier it was important to consider where it might go if it were built. It's also very important to make it very clear that that runway is locked away in a box. We don't have permission to build it. The land use approval does not give us permission to build it and we will have to come back to the city, no ifs, ands or buts. And we have to go through a very rigorous national environmental review process. That runway is very far in the future if it's ever built and there are a number of steps that will have to occur starting with the city and the federal process. So it's anything but a certainty. But it's also in characterizing it very different from the master plan in 2000. It's shorter and it's narrower so we tried to consider what we might need if we ever thought we would build it. And so that's why it's on there on the official documents that go to the FAA. There's a long list of things that tell them that it's not a done deal but it's where we would put it if we ever thought we might need it. If you move upwards to the left on the diagram, there's a call out that says "future air cargo facilities." there is the southwest quadrant and it's pretty unusual for an airport to have a large open space area like that. We said that would be an ideal place for air cargo or aircraft maintenance if we had a need for that. Moving further on up, there's a call-out that says aircraft overnight parking. That's kind of an interesting one. If you look at the terminal building in the diagram there's an airplane at every gate. And if you come here at 6:00 in the morning, that's what it looks like. But if we can park extra airplanes across that runway there, that allows us to get more through put on the airport terminal building. And so that's one of our sustainability approaches. It's kind of counter intuitive if you need more gates, build your gates. That's not what we need. We need a place to park the airplanes so when a gate becomes available we can bring it across and use an existing gate. And so that's one of the examples of strategies that allow us to get greater utilization out of the airfield and not have to build something. If you keep going around the diagram, Airport Way inbound is another critical facility that allows us to make use of the airport. Now, we have got light rail systems that come to the airport and we have a goal of growing the light rail ridership but for a lot of people they need to come in a car or taxi cab and that roads gets very busy and at some point we may have a need to have improvements at Airport Way and this diagram shows the possibility of a grade separated interchange if we get busy enough. That's our life blood. People need to get in and out as we come and go. And then at the bottom center of the diagram is a callout that says cargo strategy emphasizes reuse. There's circling around an area that's currently leased by the military. And there's a possibility some of that area might come back to us and just to the left of that is a large air cargo center that was formerly part of the military at Portland. So there's a history of the military relinquishing space, coming back to the airport and the airport finding a way to reuse it. So that's what that strategy is suggesting rather than going over into southwest quad, if that space comes back and we need it, we could use it to park airplanes, overnight parking or air cargo or maintenance. That's part of our strategy is don't build first. If you

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can reuse something that's on the airport and so that's something we would be thinking about. Now, in the 2000 plan, again, in that area we were just pointing to where I am talking about air cargo, we had another terminal that was called the decentralized terminal. And when we started the process, we had a new terminal there. Frankly we liked it a lot and we came out of the last master plan but as we looked at this master plan, we decided that this terminal concept was not as good as we thought. And we thought the better way to go would be to develop the existing terminal building, the existing terminal building here is the dark black on the left-hand side. It's the concourses that you are all familiar with. And the parking structure in the building that we are currently in are shown there. But as we grow in the future and we think this existing terminal building will meet our needs through 2035. If we make some small, incremental improvements on the inside. But when we do need to grow the terminal, we are going to grow to the east. And that's what's illustrated on the blue there. There will be concourses, that's a parking structure that's being highlighted now. That would be new roadway where the pointer is at this point. And perhaps a new ticket lobby. So we will continue to develop the airport within its existing footprint in this centralized area and we believe in the end that's the most efficient way to grow the airport. It's cost effective, it uses existing facilities to the extent that we can. The other thing that's illustrated and a little bit harder to see. It's on the far right-hand side and it says future cross field taxiways. Now, if the airport to be more efficient, one of the things you need is a way for aircraft to circulate and potentially we could have taxi ways that connect the runway, the north and the south runway and that would help us get more utilization from the air field rather than building that third runway. So that's an example of the facility that we could build in the future when we got busier that helps us get more utilization from the existing air field and forestalls the need to build a deeper runway. So the key takeaway is the third parallel runway is locked up beyond the planning horizon but we are considering what might, where it might go. But at end of the day that's not something that I am laying awake at night thinking about. I think it's way into the future and we have provided a reasonable level of planning without going overboard and we will come back and see the future city council if ever needed as well as going through that environmental process. The centralized terminal concept was one that we think makes a lot of sense and we are committed to that. We will have to make improvements by the time we reach 18 million annual passengers. That's -- we need to make some improvements in the terminal building. The idea of sharing gates or ticket counters in the past, each airline had their own gate and ticket counter. If we share those we can get greater utilization. We have to make incremental roadway and parking and airfield improvements. There's that remote aircraft parking I mentioned. And there's a chance that there could be another company like flight craft that services general aviation airplanes. We have room for them should another one of those companies come and want to locate here at the airport. And then longer term public parking is a key to having a good access here and there may be a need in the future long term future for additional air cargo but essentially I think I would say if you like the airport the way it is today, you probably recognize it in the future because we are going to continue the themes that we have and kind of build to the east and I think it will serve our needs well. We have a lot of great capacity there now and we are going to use it for the fullest extent that we can. What I will do now is turn it back over to Jay and he can talk about the land use.

Sugnet: River view as we mentioned replacing the conditional use process with a more nimble plan district, regulations for the airport. We evaluated the impacts and in a broader context, what council will be voting on are amendments to the city plan which are policies. The city zoning code and zoning maps as well as an update to the city's natural resources program. So the comprehensive plan amendments, everything from the very highly aspirational of partnering with the Port to help PDX become the most sustainable airport in the world, to recognizing the economic importance of the airport as well as identifying the airport as a necessary public facility. An example of some of the code amendments have to do with the noise overlay. Currently the city regulates development uses

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and density within this blue hatched area. And the idea is to ensure that there aren't incompatible use was noise. That is from the 1990s. And since 1990 the fleet of aircraft have gotten significantly quieter. That boundary is actually gotten smaller. But the planning advisory group felt strongly that, you know, with the modeling is showing us with future growth, that contour could expand at a future date. So they recommended the 2035 contour for what we call 55 DNL, that there be disclosures for that area. That's one of the recommendations from the noise. The plan district is the hatched areas predominantly, the airport, the dark area is the middle Columbia Slough area which includes the industrial properties and the golf course and some of the residential. In the hatched area, airport would be an allowed use as well as a lot of accessory uses. Inside that area we have special landscaping standards to address wildlife hazards. And we also developed notice requirements for the neighborhoods and also for the PDX community advisory committee for development that may have impacts that go beyond the fence of the airport, that go into the community. And then finally there's a transportation impact analysis that would be required based on growth of the airport as opposed to an arbitrary eight to 10-year time frame. The transportation, this gives you a sense of the study area that was looked at. The dots are specific intersections that were analyzed and the circles indicate which intersections might need mitigation in the next or in the near term. Probably the most contentious piece that we have been working on for the past year is updating the city's environmental program. So instead of the city updating the environmental program for the entire city, we have taken the approach of doing it on a district by district basis. And one of our main tools is applying environmental overlays to significant natural resources. Some of the problems is that the current inventories are old. You can see the one that was done for the airport is done way back in 1989. We know significantly more now today than we did about natural systems than we did back in 1989. Also we have a whole host of new regulatory requirements, state, federal, and regional. So the recommendation is for open space residential, residential, and port-owned property. So I want to be clear, we are not proposing any changes to the environmental overlay zones for industrial properties that are not owned by the Port. And the reason for that is the recent river plan remand and if you want to, have questions about that we can talk about that after the presentation. So again, it only applies to open space, residential and the Port-owned properties. We went through a process to where to apply these overlays. For example, the air field. There are no overlays proposed because of the economic importance and also because of the wildlife hazard issues. But we are proposing 50 feet or environmental protection which is the most stringent of our overlays to the really important resources like the slough, drainage ways, wetlands and the land through 50 feet. Conservation overlay is less stringent than the protection overlays. It allows development but requires it be done in an environmentally sensitive way. Applying that to the tree canopy close to those really important areas, the uplands, and the examples of that are the southwest quad and other fields and I will talk about that more in a little bit. And on golf courses. So the conservation overlay zone would be applied to 300 feet of the areas adjacent to the sloughs and the water ways. Those are used by migratory birds and there's an unusual concentration of bats. They roost in the mature trees next to the slough. And they forage over the greens in the fairways. There is drainage ways in Portland international center and there's a picture of it. So the overlay zone would be over those as well. So here's a map. Just to give you a sense of scale and the area that we are talking about. This is existing. The light yellow is the conservation overlay zone. The dark brown is the protection overlay, the more stringent. The proposal, you can see is in green and yellow. So the yellow is the conservation overlay zone and the green is the protection. I will just go back. You can see the difference. So it would apply to the golf courses around the airport, the residential area to the west, and also the southwest quad and the fields around the air field. So what does it mean to property owners? Very common question. Of course, all the existing development is grandfathered. Those can continue. Maintained, repaired, replaced, same thing with current operations. But new development within the protection overlay zone would

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be restricted. Within the conservation overlay zone, as I mentioned, the development is allowed but it has to mitigate for unavoidable impacts. The golf courses were an unusual situation for us. What we did was, we developed a set of code provisions that allow golf courses to continue to operate and maintain development, maintain their facilities. So instead of applying the conservation overlays to these four properties, the southwest quadrant, the 33rd avenue field, de-icing and fuel farm west, the city and the Port looked for a different tool. We entered into an intergovernmental agreement that instead of the city applying the conservation overlay zone, the Port would do advanced mitigation on Government Island. So for those 268 acres around the air field the port would mitigate 300 on Government Island. That provides certainty for the Port, and it provides certainty for the natural resources that we are going to have this really critical highly diminished grass lands areas for habitat. So some of the key takeaways, again, keep hearing this, more flexibility to meet a very dynamic aviation industry and the new runway and decentralized terminal would require a new plan and council approval as opposed to a hearings officer. Improved airport regulations. Mitigation for the natural resource impacts and ongoing community advisory group. Couple other products, we are almost done. Sustainability report. So sustainability was certainly incorporated into everything that we did, the port created an excellent report that documents how it was used in the planning process and also it will be an excellent tool for the ongoing committee to be able to monitor and report on the progress of meeting our sustainability goals. There's a noise work group that met and they had eight key recommendations and again those are, will help ongoing committee as well to help monitor and the success of that program as well. The three intergovernmental agreements, I will go over those quickly. There's a general between the city and the Port that defines what the transportation mitigation requirements are and says the city and the Port will advocate for improvements to the regional transportation system. Memorializes the PAG's vision and values for how the plan the airport and then noise, ensuring we continue our efforts to find creative solutions to addressing noise. The second agreement is natural resources between the city and the Port. As I mentioned, it details the mitigation of the 300 acres on Government Island but also the Port has committed to enhancements. This was a big thing for the planning advisory group. They didn't want to see no net loss of resources. They felt it was important to see an overall net benefit to the natural environment. And the Port has committed to slough enhancements and tree canopy enhancements for a total of \$1.8 million over the next 25 years. And then finally, the final agreement is also with the city of Vancouver. And it establishes the ongoing advisory committee. And I won't go into the details but just to say that we will be finding members for this committee this Spring and hope to have the first meeting this Fall. So I won't go through the major outcomes. You have heard them before. But I will emphasize the last one. This improved partnership between the city and Port and most importantly with the community. And then if you have any questions about what council is considering, what the Port commission is considering, what Vancouver city council is, this is the time to ask that clarifying question. But I think we have covered it. And with that we wanted to give our planning advisory group members an opportunity to come up and share their perspective about the planning process.

Adams: Great. Questions for the presenters? If not, then, we will do exactly that. You want me to call the folks that are listed in -- or you are calling folks? Great.

Bill Blosser, Chair, Planning Advisory Group: You have heard a lot of praise of the chairs and the co-chairs and the staff and so forth. But I think the most important praise needs to go to you all for setting this thing up right in the first place. You got the right people at the table, the 30 PAG members, and I think many of you will remember when this whole thing started, it almost collapsed before we started because I think we had 27 members, and there was a huge furor in the city that, no, there needed to be 30 and Sam was involved. I know several council members were involved and we ended up with 30. Turned out to be the right number because we had the most important thing we had the right people at the table. Secondly, you guys gave us your best staff. We had

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wise, thoughtful people with a sense of humor and with steel butts that could sit through hundreds of meetings. And you saw the list of meetings they had up there at the Port. And third, you gave us great consultants that provide that transparent information that everybody wanted to have because there was a lot of suspicious people on our PAG who didn't, who wanted a level of confidence in the data that was being presented that was way beyond what you would normally expect. And to make sure that we had transparency the city even hired a peer review to look over the shoulder of C.F. who was doing a great job but to make sure he was doing it right. And then lastly, you hired us a terrific facilitator who kept us online and kept reminding us, we are people of good will, we can work this out and it did. We eventually worked it out and over the last month you really saw him earn all of his pay when it did almost sort of seem like it melted down over the natural resources issues. But in the end, again, this good will and the long working relationship that has been built between the PAG members and the staff. There was a trust there and we got through it. My compliments to you all for setting it up right and now I would like to turn to Dave.

Dave Smith, Vice Chair, Planning Advisory Group: Yes, it certainly was a fine group to work with. And I echo everything Bill said. It was tough at times but I am very pleased with the results. And I just have a few remarks that I want to share with you. I am Dave Smith, the vice chair. I am pleased to serve as vice chair of PAG and represent Vancouver and southwest Washington. PDX is an important facility for Vancouver and southwest Washington. Our communities receive benefit from the airport. We also share in the community impacts. We appreciate the city of Portland and the Port of Portland's acknowledgment of the importance of regional planning for this facility with the creation of the regional representation on the PAG, and the continuation of that representation on the follow-up PDX advisory committee to be created as a result of this. Just brief and to the point that's all I have to say, it's been a long process. It's been a good process and I feel good about it and I am anxious to see it move on to the next step.

Adams: I know I speak for a lot of folks in the room, though, when I thank you both for your willingness to do this. And it's a lot of work. It's a lot of volunteer work. And you did a stellar job. So thanks.

*****: You're welcome.

Mary Olson, Planning Advisory Group: Thank you. Well, first of all I want to thank Sam and Dave and Bill. They were fabulous. They kept us on task. They kept us calmed down when things got a little heated. And it was a great, it was a great experience for me. The three-year process gave me a new appreciation for collaboration and the diversity of perspectives in the community. The final product reflects extensive engagement and outreach with over 87 PAG and subcommittee meetings and 131 stakeholder meetings. The fingerprints of the PAG and the community can be seen in all elements of airport futures package, from the vision and values statement to the framework of the soon to be created PDX community advisory committee. I thank you for having had the opportunity to serve, and I encourage your full support of the PAG report in the final documents. Thank you.

Adams: Thank you very much. Veronica?

Veronica Rinard, Planning Advisory Group: Mayor Adams, commissioners, good to see you and thank you for coming out for this meeting tonight. I am Veronica Rinard, director of community relations at Travel Portland. And I represented the tourism industry on the PAG and was also a member of the sustainability subcommittee. As you know, probably know, Portland is rated as a top airport worldwide in different rankings like Zagat and Conde Nast, meaning our visitors are having a good experience as soon as they stop off a plane when they come here. That's recognition has also led to really terrific media coverage of our destination and that makes our job that much easier. Our main concern in this process was in maintaining that level of service while accommodating the expected growth. But at the same time, sustainability is a key element of Portland's identity and brand. And we wanted to make sure that the growth in service happened in

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the most conscientious way possible to maintain our values in that area and as you have heard quite a bit about the PAG and the sustainability subcommittee, did a lot of work in that area and focused on that. Our industry, the tourism industry has put a lot of effort into creating and marketing a sustainability destination package for meetings and for leisure travel. For example we now have 13 green seal certified hotels in Portland. Well, that also includes in Vancouver as well. And five LEED certified hotels and of course our LEED certified convention center. In addition travel Portland's green team works with tourism industry businesses. Our partners to encourage them to achieve sustainability certifications and we currently have 182 listings in our green partner listings in our website. The attention to sustainability in the airport futures plan just adds to what we are able to offer to our customers who are concerned about the footprint of their travel when they come to Portland and puts us that much farther ahead. So we look forward to continuing to work with the city and with the port to make sure that Portland maintains its leadership as a sustainability destination. Thank you.

*****: Go ahead.

Mark Clark, Planning Advisory Group: Oh, sure. Mayor, city council, I'm Mark Clark, council president for Wood Village and I represent as far as the PAG is concerned the three cities on the east side in the PAG. I didn't bring prepared notes. Usually as a councilor you don't know do that. My focus would be to start off to tell you that it's been a very, very enjoyable time for me to come to PAG meetings and all of the reading that we did and the questions that we asked were very, very difficult and the staff came through fantastically in answering those. The controversy that went on, all of the different angles that were brought forth in this plan, I am so proud of what the biggest thing I want to bring across to and you that all of the elements I believe were really covered very well. I have worked with environmental impact studies in the military, and in other cities and places like that. And I got to tell you we have really put together a good one for you. I am glad that it's intact and that I was really surprised as many other members were that it was actually a full-on vote as a go forward with it and we hope that it maintains that. That's our biggest goal as you have heard from several other people. I came to Portland, my first time here to Oregon was through this airport. And I thought it was very, very nice. And I loved it within an hour and a half of being here on vacation I suggested to my wife that we have a goal to move here to Portland. And she was quite shocked with that even though she's an Oregonian. So that gave me a green card to come in here, come with here. We have been married 37 years now. But I never expected that I would ever end up in a position where I am today living here in Portland. But let me tell you, I love it. And I love what this airport does for our community and the planes do fly right over the top of my house and they are for the most part very quiet and I enjoy that. And I look forward to the plan to go forward. Thank you very much.

Adams: Thank you, councilor.

Erwin Bergman, Planning Advisory Group: My name is Erwin Bergman. Council members and port commissioners, I would like to deal a little bit into the history of my involvement and how I ended up being on PAG is. From '94 I have represented the central northeast neighborhood coalition on CNAC and its predecessor the NNAC, the noise abatement advisory committee. I like also participated in diverse PDX planning activities such as master plan, noise compatibility, FAA part 150 conditional land use committee, et cetera. I thus I am no stranger to PDX staff. With Fred Stovel and John Weigant, who are not here today, we formed the airport issues roundtable and together with other community members addressed PDX issues, including land use and PDX growth, including the proposed third parallel runway, which was deeply troubling to PDX neighbors. We felt that some of these issues were outside of CNAC's mission and also their primary interest. By being independent of PDX auspices we felt that our role as an advisory group to the city would balance CNAC's close affinity to PDX. Commissioner Saltzman supported our efforts and his support deserves a lot of great thank you. Ideas and concerns identified by air found

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their way into the conditional land uses process ultimately producing memorandum of understanding between the city and PDX and finally, morphing into airport futures of PAG. PAG, after nearly three years, is now completed. Well deserved thanks should go to Sam Imperati, our facilitator, in recognition of his amazing herding skills of 30. Jay Sugnet and Bill Blosser also deserve thanks together with CF Booth, our technical consultant, contractor, deserve a heartfelt thank you. Of all PAG's recommendation I find our forecast for PDX activities throughout our 2035 planning horizon is a most noteworthy and gutsy. Reflecting a most sincere and honest assessment of the future. Instead of confining our resolve to a simple glance into the rearview mirror we consider closely petroleum cost and availability, disposable income distribution and not last least the challenges of climate change. That for some is still "if" for others "when." Instead of pushing ahead on the model -- may I? I got about a minute left?

Adams: Yes.

Bergman: Thank you very much. Thus instead of pushing ahead under the model, prosperity forever, we settle on satisfying clearly advisable deeds and assuming and assuring basic state of well-being with customer hoopla such as third runway, and acres upon acres of paving and cubic yards of steel and concrete. Somehow recommendations were lost in the FAA who predicted just recently doubling of aviation in 20 years. With PAG's work now done, this does not mean that all issues have been resolved and PDX neighbors are all happily. Aircraft noise specifically at night will remain bothersome, more to some than others. F-15, creating the sound of freedom in stage 4 after burner mode at 160 gallons of fuel flow per minute will still make concentration and speech difficult. And finally Cully, my neighborhood, has not given up hope that some day, there will be in a check the mail from PDX saying thanks for being a good neighbor and putting up with our noise. Amazing how a PDX donation for community garden could lift the spirit of my neighborhood proudly. Thank you very much.

Fish: If I may, Mayor, I would like to thank Mr. Bergman for his testimony and say Emily Hicks who is our community garden coordinator wanted me to be sure to give you a, remind you that we hope to open the Sumner garden, a top priority of the city, this calendar year and thank you for your advocacy.

Bergman: Thank you very much.

Adams: Did you say a check?

Bergman: Yes, exactly. [laughter] Or two checks.

Adams: I'm so glad I gave you extra time. I don't want to raise your expectations. Doesn't hurt to ask.

Adams: Mr. Gilmour?

Andy Cotugno, Planning Advisory Group: Good evening. Mayor Adams, members of the council, members of the commission, my name is Andy Cotugno. I am pleased to be here on behalf of Metro. I was pleased to have participated through this long, arduous effort and I would concur with the comments made so far that it was a good process. There was a comment made that the process was designed to develop trust. But it didn't start out with trust. It had to earn trust and that did successfully happen by the way the process was conducted. Being responsive and being transparent with the information. Offer participation in the process really comes from multiple angles and is kind of embodied in the sustainability, the three circles of sustainability that came the template for this overall process were concerned about the economic prosperity to the region and I think this plan successfully advances that. We are concerned about transportation access to the airport and that was effectively addressed. And we are concerned with natural resource protection. One of the requirements that this plan needed to accomplish was to implement Metro's title 13 natural resource protection program for this particular district and pending the industrial lands, which I understand is on hold for now, the rest of the plan accomplishes the objective that is we set out. You may recall that we adopted title 13 with options on how to address natural resources. We

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provided sort of a baseline, kind of a back stop regulatory approach which is being used in part in this area, but we also provided the opportunity to use other methods, incentives, and other methods which I think the Port has really effectively used to, in effect, mitigate in advance so that the permitting process for development projects down the road can come easier because the mitigation has already been taken care of. And stepping up over and above and beyond the minimum that might be considered as mitigation and taking it into really enhancement of the surrounding natural resources, not just mitigating loss. And so that's above and beyond the minimum that we established through title 13. I also appreciate sort of the national precedent that the port accomplished by pushing FAA into better recognizing some of their responsibilities of airports all over the country needing to recognize sort of the good neighbor aspect. And allowing the FAA funds, FAA restricted funds to be used for some of this mitigation as well. That's a good step in the right direction for the whole country. I think that the use of range forecast that was referred to was a very important step. It is a very unpredictable future. Airline forecasts are probably even harder than other kinds of growth forecasts, given the unpredictability and this provided a good framework for knowing what to do but to tie it to doing it when you actually need to do it, not speculating on the future. And finally, I appreciate the ongoing community engagement that's committed to through this process. If you still had a conditional use permit you would have some sort of citizen process but you do it every 10 years. This provides more continuity on an ongoing basis to be engaged with the port rather than a sporadic once in a while conditional use permit-based system. So I recommend adoption.

Cam Gilmour, Planning Advisory Group: Good evening. Mayor Adams, members of the city council and Port commission, my name is Cam Gilmour and I represented Clackamas County on the planning advisory group. I serve as Clackamas County's director of transportation and development. I also chaired the sustainability subcommittee during this process. I would like to limit my remarks to that. We accomplished an awful lot. The vision and values developed by the PAG at the beginning of the airport futures process importantly guided our work through the entire process. It really it was an anchor and I think it was a reason why we were so successful in getting through all of this and it really tied us to some principles. Sustainability as you all know is finding the right balance between social, economic, and environmental values, was embedded in the entire PAG process. We spent an awful lot of time debating sustainability, discussing sustainability, figuring out how to measure sustainability including using mathematical models and all kinds of things that didn't work. It all boiled down to common sense and a lot of discussion and did lot of debate. You heard from Jay and others how we define sustainability. It's worth repeating, I think. It's meeting the region's air transportation needs without compromising the livability and quality of life of future generations. This definition served us well, I believe. I can assure you that our work in discussions leading to sustainability were not made without a lot of healthy debate. I can personally say I learned a lot and I know that the Port of Portland and the city of Portland understand and will continue to apply sustainability concepts and principles in the work that they do. I also know from all of this experience in the last three years that what the both the Port and the city already do and it's impressive. In short I leave the committee feeling good about the process, how the issues were debated and resolved, and impressed with the outcome. I am especially pleased with how the master plan came together and in addressing all of the concerns of the committee, members and formulating a vision, goals, and a plan that will guide ongoing stakeholder involvement through the community advisory committee and I am sure other stakeholder means, and current and future that will affect the current and future airport operations. Last I would like to thank the staff of both the Port and the city. It was a pleasure getting to know them. And it was a joy to work with them. I think you are very fortunate to have some of the very best staff probably in the country, certainly in the region, to work with. It was a great honor to be with them. And last, I would like to thank Bill Blosser and Dave Smith for doing an honorable job in helping us through

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this process and leading it and last but not least to Sam Imperati somehow guided us through three years but did it with a lot of humor and a lot of frankly a lot of hidden skill. We didn't want to reveal too much but he was able to allow us to get through this and as I think Mayor Adams said this did result in a unanimous vote which was phenomenal. Thank you.

Patrick Metzger, Planning Advisory Group: Good evening. Good evening, Mayor and council.

I was the element active for the northeast coalition of neighborhoods and also on the public involvement subcommittee which helped create the airport community advisory group. I have a few notes here. Sorry. NECN is directly impacted by operations at PDX. And we were thankful that we were able to come in to this group and express our feelings about what was going on. And I would like to thank the city and Port staff and its efforts to engage and inform the public and all the stakeholders involved, including Vancouver and east county, which are affected not directly as NECN is but all the same they are. I would also like to say that I appreciate the efforts that are going to continue through the airport community advisory committee and glad to hear the port is committed to its promise as to mitigation and natural resources regarding tree canopy and the Columbia slough. Thank you.

Adams: Thank you.

John Mohlis, Planning Advisory Group: Good evening, Mayor Adams, director Wyatt, I am John Mohlis. I was appointed to represent business and labor interests on this task force. When I started, I was the executive secretary treasurer of the Columbia pacific building trades council. I am now the executive secretary of the Oregon state building and construction trades council. When I started I didn't have any gray hair. [laughter] That's a completely different story. I would like to thank the co-chairs that were up here and recognized earlier. They did a great job. Also the staff, Chris and Jay and many others, that aren't here and haven't been publicly recognized but they all did a great job when we asked them to bring back data and facts. They always did. And always in a very credible manner. Also want to recognize Sam Imperati as the facilitator. Many times it appeared as they were headed for no, and he always was able to grab everybody and calm us down and get us to yes. And I think that's a really important point because too many times I think we let a very small minority take us to no when most people want to get to a yes. We have talked earlier about the three-legged stool of sustainability: Economic, environmental, and social. And it in all honesty from a building trades perspective I kept my eye mostly on the economic leg of that stool. If people don't have jobs so that they can sustain themselves and their families, in all honesty the other two legs don't mean too much for them and I can say that from practical experience. It was a great learning experience for me. I appreciate the opportunity to serve. Thank you.

Adams: Thank you.

Alesia Reese, Planning Advisory Group: Good evening. Port of Portland commissioners, director Wyatt, city of Portland city council, Mayor Adams, welcome to the Parkrose school district and the 13 neighborhoods of east Portland. Portland airport futures group, while we did not always agree, we were able to provide a working structure of public involvement for Portland International Airport, a feat unrivaled and unique representing outstanding work of all involved. To 2035, amazing. As the transportation center of the region, east Portland and Portland International Airport represents a wealth of trained employees, strong educational systems and land for development. A deep cultural base brings dozens of languages and rich ethnic heritage to east Portland. With its neighborhoods of Argay, Parkrose, Russell, Parkrose Heights, Glenfair, Powellhurst Gilbert, Lents, Hazelwood, Centennial and Woodland Park, we represent 25% of the population of the city and 40% of its school-aged children. Six school districts, business associations, Midland, Gateway, Parkrose, 82nd Avenue, east Portland chamber of commerce, we are turned in and turned on to the needs of the city. The Parkrose school district, for example, is just one resurgent in east Portland. Where we are trying to pass a bond measure infusing \$63 million and incorporating 21st century learning standards of security, safety, and technology. East

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Portland, home to three urban renewal districts, Airport Way, Gateway, Lents, and along with the Columbia corridor, Cascade Station, Sandy main street and 102nd Boulevard we represent consumer support. Home to the Port of Portland. Thank you. Danner boots and Leatherman tools, east Portland provides a variety of employment and housing opportunity. East Portland welcomes a new 20-acre addition to Wilkes, a 35-acre Gateway green recreational site, new soccer field development in Parkrose, master plan, yet undeveloped parks at Beech, Parklane and Clatsop Butte. Whew, what a list. Yes, I have to answer to all of them. These groups and many more were engaged during the airport futures planning group's work, the committees including the ones I have worked on especially the ongoing public involvement subcommittee, brought together these interest groups, agencies and organizations. Yes, all of them and many more during the years. I am proud of this work. I encourage to you support the efforts of those who participated and thank you for supporting airport futures with the best staff, leadership and commitment in Portland.

Adams: Thank you.

Lawrence Russell, Planning Advisory Group: Mayor Adams, council members, I am Lawrence Russell and I am just the average citizen and a volunteer to be on the PAG. I had no idea what I was in for three years ago. And I represented a coalition for livability future environmental justice issues and I came to Portland. I am from Chicago originally. I didn't know what environmental issues were but I have learned quite a bit. I have been part of this group. I live in east county now and at the outset I was unaware of all the issues that we were faced with but one thing I can take away from this process is, you let the average citizen have a say and I can truly say we have, I have seen the process work and it does work. And I am very proud of being part of that. I am proud of the city I now live in and call home. Chicago is not my home anymore. Portland is. A lot of professional people here, everyone is friendly and everyone gives everyone a chance to have their say. We may not agree, and Sam has really built us quite a bit with that, but I am really proud to be a citizen to see that the system works. Council members and members of the community can get together and we can get something accomplished. And I would just like to thank you for the opportunity and I sign upped for another three years for the next part. So thank you very much.

Adams: Thank you both.

Bob Sallinger, Planning Advisory Group: Good evening, mayor Adams, director Wyatt, members of the Portland city council and the Port commission. My name is Bob Sallinger, the conservation director for the Audubon Society of Portland and I served on this committee representing both Audubon and coalition for a livable future and the 80 couplet groups that the coalition for livable future represents. We are here to present our strong support for this plan. We think it's a good plan and we are ready to move forward. In particular we are excited about the underlining concept of the natural resource element to this plan which committed to not only mitigating for impacts but going further and restoring, restoring, leaving landscape better than we found it. That's a goal we need have across the board is that when we develop we also leave things better. We need to improve things, the status quo is inadequate and this plan proves you can do that. You can have development and natural resource restoration. I would to quickly point out three element was the plan. You have heard about them but I want to give you our spin. One is restoration on Government Island. 300 acres, as the airport develops those will be restored and beginning this process there was a real question whether these lands had value for birds. Some people had questions. We put together a scientific panel and objective panel and determined it has values and those will be mitigated for. Secondarily \$50,000 a year for 25 years for restoration in the slough neighborhoods and tree planting and that was sort of an unorthodox thing. Typically you restore like for like. I think by traditional standards all the restoration could have occurred on Government Island and we could have called it done but it was important the neighborhoods get something back. Most of those people are never going to go out there. We appreciate the commitment to going into the neighborhoods and doing restoration and tree planting that will

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improve the people that are most impacted by the airport. Third, increased protections along the slough. And the planning commission looked very closely at that and said, we need to move the goalposts. We need to make things better than they are today so we need to improve things along the slough outside the airport as well ask so sow that's a very important element that hasn't gotten a lot of attention. I would note that these are words on a page and they only have meaning if we affect them on the ground. And we look forward to partnering with the city and the Port implementing these projects, leveraging these funds, making this a start and getting more people involved. We also look forward to Audubon participating in the citizens advisory committee. I want to thank Sam and Jay and city staff and Port staff for their leadership in this process. I wanted to thank the neighborhoods. I have heard some people suggest that there was, at the beginning of this process and because we arrived at agreement it must have been unfounded. In fact, I think it was specifically because the neighborhoods came forward and insisted on real representation and that we actually was such a success. That's what got us throughout hardest time, that representation, that involvement that really made this a success at the end. And three quick challenges I want to put on the radar screen. The first is the FAA. We didn't solve that problem. We had to work around it and we are still disappointed the FAA does not recognize that improving neighborhoods around the airport is an appropriate use of airport funds. We did solve that problem by work around it but we need to go back and actually continue to put pressure on the FAA. I appreciate the work the port has already done but we should be talking with our congressional delegation about making sure that the FAA recognizes that improving neighborhoods that are impacted by airports is part of an appropriate use for airport funds. Secondly, the exemption for businesses. Around the airport, from the new slough regulations, we understands why that's happening with the LUBA appeal but it's important we go back and capture those landscapes when that's resolved and the planning commission does express real concern about that, those properties improving the ecology of the landscape as well. The last thing I want to put on your radar screen is there's everybody is talked about how great this process was because it was inclusive because there was real representation, and because there was a real opportunity for hearing for concerns. Of concerns. And I would encourage the Port to really think strongly about that because right now there is a bill in the legislature SB 766 which would short-circuit these public processes. And the Port has supported it. I would ask you to go back and reconsider that. If you think this was a success we need more of these processes, openness, transparency, not less. So again we support this package and appreciate all the work that's been done. Thank you.

Mike Sloan: Good evening. My name is Mike Sloan. I represent the Vancouver neighborhoods. And I can echo support a lot of what's been said but I am particularly impressed at an organization like this that completely welcomed participation from Vancouver, from the city government, and from the neighborhoods. I live in Vancouver. I feel like an honorary resident of Portland. And I really do appreciate that. My initial contact with this was Sean Loughran and we talked about cargo feeder noise. So I would say that's the primary interest that most of the close-in neighborhoods have is the noise from the planes. But I have been very pleased to be a part of the process and thank you again for including Vancouver.

Adams: Thank you. How many people do we have signed up?

Moore-Love: We have nine public testifiers.

Adams: Maryhelen, it's good to see you.

Maryhelen Kincaid: I thought they were going alphabetically and skip me and I was going to be happy. Clean-up hitter here. Everybody thanked everything. I am not going to name names because I will get lost but I will reiterate when we started this process and there's a picture in the back page of the executive summary everybody stood around on a map and went around and said there was their gravest concerns and without a doubt I would say 27 of the 30 people said it's not going to work, we are not going to get along. We are fearful. And I went home and somebody ask

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immediate how it, I thought that the process was going to work and knowing I am a kind of process oriented person and I said it's not going to work and if pigs fly I will believe it will work. That very friend that I worked with bought me a pig with wings on it that's on my vest tonight because I think the pig flew. It got on a plane out of the airport. This process did work. There was good leadership. You have heard all of that. Some little tidbit things, we all added to our vocabulary. We learned words we had never learned. I learned that my statistics class, my sophomore year at University of Oregon was useless. I couldn't understand half of what C.F. Booth knows but he was able to put it in terms that we could all understand and we could come to discuss. Monte Carlo is not just a city in Europe somewhere. It's a way to figure out forecast and that's how we came to it but that was kind of fun playing with Monte Carlo. And I learned the term, it's my new favorite phrase, process and policy is a lot like sausage making. You put a whole bunch of stuff in and you grind it out and squeeze it out and get something good. That's where we are today that we have something good. The diversity of the group, unique talents, some of which you heard, the leaders but there were a few people that I just wanted to recognize that made special contributions. One was Alesia Reese. She spoke tonight. She brought unique humanity views to this. Views from school districts, from people that we don't normally think about being involved in the process. Fred Stovel who is not here, he was always prepared. He did a ton of research. He always had statistics and he always was very factual in his findings and what he brought us to and he was insanely organized. He had tabs. He had notes. He had reference. I learned a lot from that. Hector Roche led the public involvement committee group and he did it facilitating it in a fair and patient manner. He had excellent listening skills and he kept us all on track. And you heard Lawrence Russell speak tonight. He was somebody that came into this process with no political background and as he said didn't know what he was getting into. And he rarely ever spoke but when he did, it was eloquent and it was always insightful and always gave us pause to think about what he said and some of those times were some of the most tense times of the meetings. I am the chairperson the land use committee. I used Columbia neighborhood and that was our neighborhood is affected by the mid Columbia slough. There was a lot of contention when those proposals came up. The Port and the city staff, I will try to hurry here, Port and city staff stepped up, came out into the neighborhood, gave a lot of information, and you will probably hear testimony tonight from landowners that are still dissatisfied with that proposal. Because it affects them personally. And there's empathy in the neighborhood for that. The board did not take an action to provide testimony either for or against the proposal. But was grateful to the city and the Port for coming out and holding those informational meetings. Bob Sallinger mentioned about the Port going above and beyond but I truly believe if Bob hadn't pushed us to an uncomfortable level we wouldn't be where we are today and he deserves praise for that. I think sometimes he got some eye rolling from the group and a lot of support. He made me understand and view things that I might not have and I think that's echoed by a number of people in our group. And just in closing, I know there's -- it's kind of trite but I know that you can't please all the time but we came really, really damn close on this one so I am very proud of the effort that we have. Thank you.

Adams: Thank you, Maryhelen. All right. That gets us to public testimony. Hi and welcome.

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

Adams: Under the rules of the Portland city council, you just give us your first and last name. I don't know if that's different for the Port. No phone numbers, no address. If you are authorized to speak on behalf of a business or an organization as a lobbyist, then you are required to disclose that up front. If you are speaking for yourself, you are good to go.

Sally Beck: My name is Sally Beck. Thank you for hearing my testimony tonight. I own property in the east Columbia neighborhood that Maryhelen represents. And she's right. This particular issue is very contentious within our neighborhood. Very contentious. And it saddens me that that's the fact. Our property is home to our family of horses, a few boarded horses, barns, an arena,

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pastures and a small house. We have owned our property for 18 years and this neighborhood that makes us newcomers. Lots of the people in many of my neighbors have been there for many decades. We enjoy the quiet, rural natural feel of our neighborhood. Zoning overlays that are included within airport futures will negatively impact my property and that of many of my neighbors. The current proposal seems very inflexible. The simplified version shown to you tonight has all the appearances of being totally reasonable. However, when asked direct, specific questions about how and why the overlays are being placed where they are, it falls short of the mark. There doesn't seem to be any set of values for the research that's being protected. All wetlands and wildlife habitat are not created equal. Ours is a low lying neighborhood of extremely disrupted soil, drainage districts and non-improved streets. Much of our neighborhood has no sidewalks or storm drains. We all pay through our property taxes to have the drainage system keep us above water. The one size fits all approach to planning for the future of this area is fraught with many problems. More flexible approach could address many areas where the current plan falls short. And could set a path for the future while maintaining our neighborhood's integrity. I would ask you to decouple the zoning overlays for our neighborhood and its specific issues from the larger airport futures plan. The planning resources and effort is taken to work out the airport plan through the current state is remarkable. Our neighborhood, however, isn't a good fit with this master plan. We have zoning and planning issues that are complex and multifaceted but they don't involve the Port. We need the time and effort that it would take to come up with a more flexible alternative that addresses our unique needs and issues more adequately. We are aware that Oregon law mandates a major zoning changes and that the city needs to make these changes. We would like to move forward down a path that meets the goals of the state, the city, and our neighborhood without destroying the very reason for many of us found it appealing in the first place. Do you have any questions?

Fritz: Do you have a map showing the proposed zoning for your property?

Beck: I don't currently. It is in the one that you were presented earlier. Ours is a big green swath where it used to be all not included. They are saying that we are wet land, but our entire property, all of the top soil was scooped off to make marine drive. So we don't apply on the vegetation on known lots of levels.

Fritz: Thank you. For staff, before we get to the vote I would like to get a map of the proposed zoning. Thank you.

Adams: Thanks for your testimony.

Ron Beck: My name's Ron Beck. I am Sally's husband. And again we are homeowners. And I can speak for Sally and myself and I say hats off to the airport futures plan. I am just here to testify for our little neighborhood. In the inclusion of the airport futures plan. I speak terribly and I read second barely. I am going to read. Bear with me. Ours is a sparsely populated low lying neighborhood. There's a few agricultural properties and livestock as well. Ours is a quiet rural corner of Portland. The plan is very divisive within our neighborhood. It pits neighbor against neighbors. On one side of the street face having restrictive overlays placed on them. Our neighbors have nothing. We will be given the right to have these overlays altered after the fact but that will be at our own cost. We have been advised that the fees associated with getting the documentation, the wet land delineations and surveys done will be many thousands of dollars for each landowner. Our neighborhood is not being dealt with as a whole. Only the small portion east of northeast 13th Avenue and south of Marine Drive. Many of the issues that have been raised within this portion of the neighborhood will be magnified many, many times when the portion of the neighborhood west of 13th falls under the plan. Planning staff tells us this will be coming top of bank, takes on whole new meaning when your home is next to an old drainage ditch. Some of the landowners have illegally filled their ditches in. Have they gained on their property? Many of the property owners within our neighborhood do not have the financial ability to pay these fees. What will the outcome

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be? A patch work quilt of adjacent properties with differing zoning overlays. Will the city be inadvertently pit one neighbor against the other? We will be told these will be complaint driven. As such, if no one complains, you can do it. How is that meeting state Oregon guidelines or helping retain the resources of the city we all love? I recognize a need for new planning to be done in a city wide level. I also know change is inevitable. However to thrust a small section of a unique neighborhood into a much larger and more complex airport futures plan seems a poor fit. I am asking you to decouple our neighborhood rezoning issues from the airport futures plan. Thank you.

Adams: Thank you both very much. Appreciate it. Good evening.

Bill Shatava: I'm Bill. Thank you for having me this opportunity to be here and making a statement on the airport futures land use. Overlays in my opinion and for what I know so far have very little flexibility. Does not identify the value of resources and habitat being protected. Places unequal burden on some property owners. Affected property owners are burdened with environmental consultants and permits with unknown cost to use part of the zoned property. To preserve what? I am talking about my property in this and it's been totally affected by this. Affected property owners face an economic damage compared to neighbors who are not included in the zones. People will choose houses that do not have zone impact versus houses that do. In other words, in the market. They won't be buying my place but right across the street, their value is better. Our neighborhood should not be part of the airport and their plan. We should be decoupled and dealt with as a whole neighborhood, not a partial neighborhood. Thank you.

Adams: Thank you, sir. Hi.

Bruce Campbell: Good evening. Everybody. Thank you for allowing the testimony. First off, I would like to speak as a property owner that lives on the slough and I am in full support of this measure. In a way I wish it went further. I think it doesn't go far enough. I think after living on the slough for quite a while, I think that we need a bill of rights for biodiversity. The slough has been mistreated for a long time and it was over in arrears in terms of putting it back the way it's supposed to be. And I understand and sympathize with other properties owners that feel that this has disadvantages. And I could also talk about disadvantages it might have for me as a property owner but I think there's a higher value here that we have to aspire to without a doubt. Whether you're a property owner or a business owner, environment always comes first. I have heard it discussed and I like the metaphor the three-legged stool: Environment, economic, social. But I don't think there's exact parity there. Because everything that we value, you know, comes from the environment and the natural world first. Every breath we take, every thought we have got, the food we eat, even the jobs we have come from the natural capital of the environment. So I think that it's again, it's time for us to understand that the economic health of our community and the social health of our community is based first and foremost on the biological health of our community. Thank you.

Adams: Thank you, sir. Two familiar faces.

*******:** Just this morning.

Corky Collier: Good evening. My name is Corky Collier. I am executive director of the Columbia Corridor association. First I wanted to thank staff and the volunteers. This has been a really wonderful process. And their dedication really shows. Barring this issue this is a really good plan. I want to thank you for decoupling the e-zones on the industrial prompts from airport futures.

We have got some real problems with the way the e-zones are being applied but I am really, really confident that by using a separate collaborative process, we have some solutions at hand. And I look forward to doing that. I also ask to you really take to heart, because I think you are doing some of the concerns from the property owners. We have gone through hand in hand with problems with the golf courses and it's a really personal problem for them. This is about how they manage their homes. So please take that to heart. And with the e-zone issue aside, airport futures is a great plan. So I hope that you will support it as strongly as we do. Thank you.

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Linda Robinson: Good evening. I am Linda Robinson. I have a different hat on tonight than I had when I was before city council this morning. So I am here not as a PAG member. I was not on the PAG but I feel a certain ownership or certain pride in hearing all of these PAG members talk about the process because I have been involved with the airport for a very long time. First partly because my husband worked for the Port of Portland for 25 years. He is now retired but also my work with as a founding member of the Columbia slough watershed council, we have been involved with the airport for a long time. I was on the -- I complained about the public process in the last master plan. And you had to be careful when you do that because I ended up on the land use advisory committee for seven years. And I was one of the people who was invited to be involved in a process of forming the IGA that would guide this work that's just completed, this airport futures. Little did I know when they asked me to do that that we would meet, oh, I don't even remember how many times but we met morning once a month for nine months to craft the IGA that guided this. Gives you a feeling for the complexity. My big concern in that whole process was the public involvement piece and we spent a lot of time putting together a process that would guarantee that there was true public involvement, public feedback loop, unlike earlier efforts where it was more of a just public information thing. And we also specified that the airport futures would come up with an ongoing public involvement plan that guaranteed meaningful input by the public. So I feel a certain amount of pride. I was also on the committee the second selected C.F. Booth as the consultant. So I feel involved even though I haven't been involved for the last couple of years. I can want to say that we were very concerned that the airport expand as little as possible, that they make the earlier plan did not address increased efficiencies of the existing thing. And so I am really pleased to see that the focus is on using the existing footprint as much as it can before there's expansion. That was a really another critical piece for me. So public involvement again, and the natural resource plan, of course, as a someone who has been involved with the advocacy for the slough for 20 years or more and early on with the de-icing issue, and following that for many years, I am really, I really pleased to see the natural resource plan come together despite the reluctance of the FAA and hope that continues. Working on that issue and getting that mitigation and beyond that mitigation to for the neighborhoods. Basically that's -- I approve the plan. I am concerned about the e-zone. I worked on the Columbia south shore plan where we worked very hard to get a 50-foot buffer which is considered the minimum. And I would like to see that applied to the entire slough. I know that there are issues but we were able to resolve a number of those with some grandfathering and putting some other conditions in so I think there's a way to deal with that. And I hope you will work on that with industrial properties and the residential properties.

Adams: Thank you. Thank you both. Welcome.

Martha McLennan: Good evening. My name is Martha McLennan I am the executive director of northwest housing alternatives and I am here tonight to speak on behalf of the coalition for livable future. My organization is a member of founding member of the coalition and I currently sit on the board of directors. At northwest housing alternatives our mission is to create opportunity through housing. And by that we mean and we talk about opportunity for security, for stability and for dignity and we hope that the four walls that we build that create that housing will help to create that. But we also know that people need a lot more opportunity in order to succeed in life and one of the things that they need is to have neighborhoods of opportunity. Neighborhood that are healthy, that have strong schools, good environmental qualities, good access to transit, good jobs, all of those other components. At the coalition for livable future we often talk about equity as one of our core principles. And when we talk about that we talk about that benefits and burdens should be shared equally. Neighborhoods that surround the airport do have some burdens. And I am very pleased to see that the airport futures plan tries to address some of those burdens by providing some benefits in the form of the slough watershed agreement. So I particularly want to call that out. I think that is a great step forward in terms of really addressing the needs of the neighborhood and helping to make

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those neighborhoods healthier and stronger places for the folks that live there. We are excited by the continued commitment to make sure that that part of the plan is implemented thoughtfully and with great monitoring effort. We are excited that CLF will be continuing part of that process. So with that I just want to express my appreciation for the plan and look forward to the improvements that the neighborhood will see and hope that this is actually maybe an early, maybe a ground breaking effort to expand upon the ways that the port can, and the city together, can help to strengthen these neighborhoods and truly make them neighborhoods of opportunity. Thank you.

Justin Callaway: Hello and my name is Justin Callaway and I truly thank you guys for your public service. I know it's not necessarily an easy climate for public service these days. I may speak a little bit long and I will try not to. I brought a laptop just to show you a picture of me with my kids.

So this is Portland. My question is, Portland's definition of sustainability or the title of the Portland's definition of sustainability and my dream of an urban farm and a safe place for my kids as a single father. I have heard a lot about the three-legged stool of sustainability, social issues, economy, and environmental. All of those are reasons why I am there. I did, it was a hard economic year. I want to be able to provide for my family should I lose my job. The idea of acreage zoned with residential farming in the city, I was ecstatic to be able to afford and find a place where I can do that. You saw speckles, the donkey. That's -- I am late to this party. All this stuff, the steam roller was cruising and you guys have done an amazing job by the sound of it. I will truly impressed with the inclusivity. My sense is that it was kinds of written in stone these overlays are going forth and that's where it was and that's how it applies. Whether or not it's relevant or really tailored to each individual property's concerns, or situation. I probably occupy the most unique space as both zoning and with neighbors of anybody affected by this. I have residential farming and though the letter from the city doesn't say it recently, it zoned IGBH 2 or something like that where I could petition for industrial use possibly, which is exciting to have those options later. But that zoning also means that I live pretty close to trucking yards. We live on the levee. This decommissioned levee where we pay for the privilege of living underwater. It's an artificial ecosystem. It didn't exist until the levees are there. That canal gets algae built up in there.

Come in July and it will be full of algae. It's going to be another situation where you have these overlays on there that will limit the only arable land that I have to farm with my kids is going to be impacted by a bunch of poorly planted Doug Firs that are too close together that I will never be able to cut down and have sunlight to deal with mold issues with what happens in the moisture behind the levee. And these, what just bothers me the most is that I feel like overlays are the wrong toolbox. I don't have the resources for legal counsel of the industrial neighbors that I have. Who are polluting, I have wet land that have two acres of a wet land conservation bigger than your wet land overlays. I have this much amount covered with a wet lands easement with a wet land conservancy. The previous owner has that there. 99 years. But instead, this little area, the little bit that I want to farm, I can't farm because of these overlays. I won't be able -- I will be eclipsed by Doug Firs that will only keep growing. And I didn't plant them. I would never have chosen to plant them there. I don't think they are part of the natural habitat at all. And I just, you know, there's a beaver who chews the cottonwoods on our levee and I think sometimes it looks like an exercise in futility. I'm never sure if he is a big picture animal where he knows if that levee breaks we are all going to be flooded and we have no, you know, place to go. And our title insurance excludes our rights if it's ever flooded, and the Columbia changes course, we own nothing. The very least the idea of being able to enjoy our land for what it is while it is, that's why I bought this. I was thrilled.

Somebody with very limited resources to be able to get a fixer home, with acreage, and to provide safety where there's questionable --

Adams: Sure.

Callaway: Runoff here.

Adams: Your time it up but I wanted you to know how much we appreciate your testimony.

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Fritz: Mr. Calloway, if you wanted to send me an email with more details about what you are concerned you won't be allowed to do I will look into it before we do the vote.

Callaway: Can I make one really small last point? And that's this wet land that exists here is the same one that the Becks are concerned about. And it's part of a previous city mitigation for wet land. And there's really questionable pollution on my property.

Fritz: We will look into it.

Calloway: My green space is becoming a brown space. For you guys to ask for more land to put into environmental, when you haven't even taken care of the land that's already been mitigated it's questionable.

Fritz: Thanks for telling us about your concerns.

Callaway: Thank you.

Adams: Good evening. Welcome.

Joe Smith: I didn't come intending to talk. But I realize I had something I wanted to say. I was privileged to participate in the committee that hired Sam Imperati so I had a stake in the success of this and it was really fun to hear everybody say what a great job he does. I am Joe Smith. I am a member of the Oregon state board of aviation. I am a member of the citizens noise advisory committee of the Port. And the immediate past president of the Oregon pilots association. I am not representing any of them formally tonight but I mention that because I have had three different vantage points from which to observe the PAG process and I have kept aware of it. And I just have to say this has been a remarkable exercise in the best of a democracy. It really has. It's an example that government of what government can be. But I want to say substantively, I want to second the comment of the representative of the Audubon society. We are very privileged here to have wonderful cooperation from the local FAA folk and the relationship between the Port and the FAA is remarkable. But there is a myopia at FAA in Washington which none of you can directly impact but I want you to be aware of so when you have an opportunity to comment to somebody who might have influence, and that is, the limitation they place on what airport monies can be used for, not recognizing that there are things that don't directly involve the movement of airplanes that over time have a lot to do with the successful movement of airplanes. And the last thing, a very wise thing was said at the beginning of this evening, by Chris when he said, there are no facts about the future. That's almost true. But there is one fact about the future. And that fact is, there are things that are going to happen that will surprise us. There are things that are going to happen that were unexpected. And therefore were unplanned for. So it's very, very important that the lines of communication between the Port and the city, which are very excellent now, between Vancouver and Portland and the Port, which are very excellent now, are maintained because when those surprises happen, we will need to recognize that this is not a done deal, never a done deal, it is always a work in process.

Adams: Thank you, sir.

Tamara DeRidder: Good evening. My name is Tamara DeRidder. I am the co-chair for the land use and transportation committee for Rose City Park neighborhood. And I just got word that my testimony will include the neighborhood as well. I am here tonight because I have been a land use planner and I am the principal of habitat for sustainability, a local company, for 20 years here in the Portland metro area and I have worked with Nick Fish on building Frazer Park community garden, a lot of different activities we do. One of the areas, Fred Stovel from our group has been on this committee the futures committee, as part of our neighborhood quest. And one thing that we found out he didn't do with that is look at the emissions and the pollution. And I testified recently at the Portland Planning Commission regarding the Portland plan saying that land use system is broken. And it is broken in regards to air quality and water quality which is goal 6. And what you will find is that it says wonderful things at the very beginning in goals but nothing in the statute that says, you have to, you have to let your neighbors know, you have to make it sustainable. And what has

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come out, in fact, three days ago, DEQ and EPA produced a report called NATA, and you may have been provided this information already, but it is a toxic air mapping of the Portland metro area. And it shows the amount of emissions and formaldehyde which pinpoints out how much emissions is coming out of the Portland airport area. What fails to be shown in your report is the annual emissions of air quality both by the facility, the ground transportation, as well as the air freight and fleets from this facility as an annual basis. It doesn't talk about projections. And it doesn't talk about impacts to the surrounding neighborhoods. And so at this point, based on the new information, I do not agree that this should go forward until those environmental issues are addressed. And if you set it aside it may still impact neighborhoods adversely with the proposed expansion. I have a formal letter and it talks about failure to provide public testimony. You didn't provide the planning commission testimony available on the database, email database, failure to provide annual emissions of environmental air toxins or sources to your geographic impact as generated by the airport facilities --

Adams: Your time is up but could you clarify something for me? Just so I understand your point and I appreciate you taking the time to be here. As you said, related to the expansion.

DeRidder: Yes.

Adams: You are referring to what expansion?

DeRidder: I am referring to the airport futures as part of the comprehensive plan for the city of Portland. And as a part of --

Adams: That I understood.

DeRidder: Ok.

Adams: When you raised concerns about expansion, what was expanding? What element were you commenting on?

DeRidder: Intensity. The intensity of use. And as you expand the intensity of use you are talking about added emissions, not only of local vehicle traffic but also air, freight, and passenger traffic.

Adams: Thanks.

DeRidder: You're welcome.

Adams: Any final thoughts?

DeRidder: Just that you guys have done a great job. And I really do appreciate the outreach that has taken place. But I also find it amazing that it's so hard to find the emissions records for the Port. And I want to provide you documentation of the non-road facilities that identifies, by DEQ, an estimated, you know, 42 tons of carbon monoxide annually produced by the airport.

Adams: Thank you.

DeRidder: Ok and that's just some of the facts. But --

Adams: Thanks.

DeRidder: Not a report identifies it more graphically. Thank you.

Adams: Thanks. Anyone else signed up to testify? Anyone wish to testify that has not signed up? All right. That gets us to commission and council comments before we consider whether to leave open the public record or to close it. But any initial discussions?

Saltzman: I would like to just start off with saying a big wow. I am really impressed. There's been a lot of information presented. A lot of information reviewed by the public advisory group. And the consultants and most importantly the community volunteers. And I don't have to tell that you this has been a long time in coming. When I was originally campaigning for my first term on city council in 1998, it became very apparent to me and especially in outer northeast neighborhoods how important issues around noise and the growth and expansion of the airport were. And I made a pledge when I got elected to try to come to grips with this and to get the city more involved with the Port, to try to come up with a plan that really had specific details about expansion with regards to a third runway or not, about a new terminal or not, and I really -- that led me to create the airport issues roundtable in 1999, and ultimately led to the city council resolution passed in August, I think

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of 2001, that really has culminated in the process that's before us today. And the intergovernmental agreements and the comp plan amendments. I had never have guessed 10 years ago that this issue would have almost near harmony from 30 people of differing perspectives on this issue on both sides of the river from all the neighborhoods. And so I just really want to once again echo my accolades to do great work that's been done by part and city of Portland staff and also by our consultants to -- and as I said the community volunteers that have got us to this point. I am looking forward to voting in favor of this. I would like to explore whether we can find some way to make the Becks and this gentleman happy. It seems like we should try to see if we can close that gap and I will look forward to looking at that between now and when we vote on this in April.

Adams: Any other comments? Director Wyatt, any comments?

Wyatt: Just once again, just to say thank you to everybody. I will probably regretted this but I just want help but draw a parallel between what we are experiencing here and what our friendly neighbors to the north have experienced over essentially a longer period of time. And so about a year ago, the Port of Seattle, the owner operator of Sea-Tac airport, just opened their technically third runway but really second runway for all practical purposes. A project that began 22 or 23 years ago and which was a slam dunk in terms of need because of the unique characteristics of the airport, the number of times it was closed for fog and related purposes. And we have had this process. They took 22 years and spent \$1 billion in building the runway, which most people familiar with this world say is about \$500 million more than they needed to spend or should have spent in order to accomplish the same objective. We will spend here \$5 million or \$6 million probably if we were going to total everything up, including staff time, the consultants and probably mental health care and, you know, whatever else goes along with the process like this. And, yes, many years. But the result is really quite different. And I couldn't be happier, frankly, for all of us.

And I know there are some loose ends which are very important to particular people that I think we obviously need to address. And there is a big future ahead of us, obviously, and securing the ambition of this effort and you certainly have our commitment to be very aggressive in pursuing it, presuming, of course, the commission adopts these IGA's here in a month, which I anticipate. And as I said, I just think it's a moment that really bears witness to what a great place we live in here.

Jim Carter: Mayor Adams, I would like to say on behalf of the Port commission as a member of the commission, appreciate very much the people's work that's been described here both for three years getting here and the presentations that have been made. People were well prepared. Made statements that are meaningful, and contributed to the process and thank you on behalf of the commission.

Adams: I would like, yes.

Bruce Holte, Commissioner, Port of Portland: I would like to make a statement. Kind of something I have jotted down. I have been watching this process for three years. The labor perspective, PDX is an important job engine for the region. Approximately 60,000 jobs. That's a lot of jobs. Are associated with aviation activity including tourism, which is the one lady talked about. Visitors impact to PDX, the money they spend here, planning for its futures and understanding PDX's role in the regional economy is important. I am glad we have come to this conclude this process with a full involvement of the PAG and the PDX stakeholders. In today's world which we know and the gentleman said earlier rapidly changing as we all know from a week ago and today and yesterday, jobs are huge. And this relates to at love jobs and I appreciate all the hard work you did. Thank you.

Adams: To just my own thank you's, I wanted to mention a few by name. From the Bureau of Planning and Sustainability, Jay Sugnet, Mindy Brooks, Bronwyn Buckle and Jacob Brostoff from BES, Nancy Hendrickson from PBOT, John Gilliam, John Gray, John Gilliam's name is down twice. That's how good he did. Jamie Jeffrey and our folks, our team would like to also thank the Port staff, especially Chris Corich, Sean Loughran, Scott King, Misty Johnson and, of course, Lise

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Glancy and then the Jacobs Consultancy, the Port aviation consultant and the consultant we hired to watch him, or her, aviation consulting and I think in addition to the recognition of the chair and vice chair, big thanks to Sam Imperati and let's give him a round of applause. So turning to my colleagues, do we seek to close the public record today? Or keep it open?

Fritz: I would like to hold the record open for a week. I did get written information from Mr. and Mrs. Beck but I am interested in a little more detail in particular I would like to get the zoning, proposed zoning maps from staff and get staff's response on the issues that we heard on that today. I also want to mention, however, that the Planning and Sustainability commission is another set of volunteers that has put in a lot of time on this question. And looked very diligently into those questions as indeed the planning commission has over the years as welfare done environmental zoning in other neighborhoods. So it's a matter of looking at a issue that was brought us to today, it should always be an opportunity for citizens to come in at the last public hearing and make a request to your elected officials and I want to look into what you have proposed. And also thanking everybody who has been a part of this process. When you take the time to set up the process well and seek diverse interests to be participants, and we often get good outcomes and often it doesn't come easy and it takes a lot of pushing and disagreeing and that's part of how we do things well in Portland. I was in, somebody came to my office today talking about the difference living in Portland versus in Sacramento, California. And how in Portland we really do have access to talking with citizens, I as a government official and previously as a citizen, talking with my government and in Portland the government is us and we work together with the Port of Portland and other local governments to figure out how we can make things work for the economic and environmental and social issues that we face. So thank you all for all of the diligent work on this and thank you specifically for this evening. It's been an uplifting set of testimony to hear each person's perspective and your comments on the process as well as the product. Thank you.

Adams: So the record will be held open for one week as of, one week from today at this hour. The city council will, we will continue this hearing next hearing, sorry, the city council continues the hearing and the next phase will be held on April 13th at 2:00 p.m. And city council meets again tomorrow so the city council is in recess. Do we meet tomorrow? We are adjourned. [gavel pounded] Thank you very much.

At 8:04 p.m., Council adjourned.