



CITY OF  
**PORTLAND, OREGON**

**OFFICIAL  
MINUTES**

A REGULAR MEETING OF THE COUNCIL OF THE CITY OF PORTLAND, OREGON WAS HELD THIS 8<sup>TH</sup> DAY OF FEBRUARY, 2012 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 Leonard left at 9:32 a.m. and returned at 10:15 a.m.

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

On a Y-4 roll call, the Consent Agenda was adopted.

<b>COMMUNICATIONS</b>		<b>Disposition:</b>
<b>118</b>	Request of David G. Gwyther to address Council regarding Incorporation Day - the 162nd birthday of the City of Portland (Communication)	<b>PLACED ON FILE</b>
<b>119</b>	Request of Alando Simpson to address Council regarding small business in Portland (Communication)	<b>PLACED ON FILE</b>
<b>120</b>	Request of Fletcher Nash to address Council regarding CCC and Clean and Safe (Communication)	<b>PLACED ON FILE</b>
<b>121</b>	Request of Shedrick Jay Wilkins to address Council regarding SoloPower and boycott Portland State University (Communication)	<b>PLACED ON FILE</b>
<b>TIMES CERTAIN</b>		
<b>122</b>	<b>TIME CERTAIN: 9:30 AM</b> – American Society of Landscape Architects Design Award for the Portland Mall Revitalization Project and recognition of Greg Baldwin (Presentation introduced by Mayor Adams) 15 minutes requested	<b>PLACED ON FILE</b>
<b>CONSENT AGENDA – NO DISCUSSION</b>		
<b>Mayor Sam Adams</b>		

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<p><b>*123</b> Authorize an Intergovernmental Agreement with Clackamas Community College and a Grant Agreement with the Clackamas Community College Foundation providing \$28,000 to implement the Future Connect Scholarship program (Ordinance) (Y-4)</p>	<p><b>185132</b></p>
<p><b>*124</b> Authorize an Intergovernmental Agreement with Portland Community College and a Grant Agreement with the Portland Community College Foundation providing \$1,140,000 to implement the Future Connect Scholarship program (Ordinance) (Y-4)</p>	<p><b>185133</b></p>
<p><b>*125</b> Authorize Intergovernmental Agreements with Centennial, David Douglas, Gresham-Barlow and Parkrose School Districts to work with the City to implement the C3 Program (Ordinance) (Y-4)</p>	<p><b>185134</b></p>
<p><b>Bureau of Planning &amp; Sustainability</b></p>	
<p><b>*126</b> Authorize application to the State Historic Preservation Office for a Historic Preservation Fund Grant in the amount of \$14,500 to support the City's historic resources program (Ordinance) (Y-4)</p>	<p><b>185135</b></p>
<p><b>*127</b> Authorize and accept Intergovernmental Grant Agreement of \$85,000 from Metro for the Green Development Resource Center (Ordinance) (Y-4)</p>	<p><b>185136</b></p>
<p><b>Bureau of Transportation</b></p>	
<p><b>*128</b> Authorize the Bureau of Transportation to acquire certain temporary easements necessary for construction of the Lents IV / SE 118th Ave Local Improvement District Project through the exercise of the City's Eminent Domain Authority (Ordinance; C-10040) (Y-4)</p>	<p><b>185137</b></p>
<p><b>129</b> Call for bids and authorize a contract with the lowest responsible bidder for the NE 21st Ave Bridge over Columbia Slough Repair Project (Ordinance)</p>	<p><b>PASSED TO SECOND READING FEBRUARY 15, 2012 AT 9:30 AM</b></p>
<p><b>Office of Management and Finance</b></p>	
<p><b>*130</b> Extend contract with StellarRAD Systems LLC, for billing, reporting and administrative services and increase compensation for the Communication Network (Ordinance; amend Contract No. 41090) (Y-4)</p>	<p><b>185138</b></p>
<p><b>Commissioner Nick Fish Position No. 2</b></p>	
<p><b>Portland Parks &amp; Recreation</b></p>	
<p><b>*131</b> Authorize settlement agreement with David Doran regarding wage claims (Ordinance) (Y-4)</p>	<p><b>185139</b></p>

<p style="text-align: center;"><b>REGULAR AGENDA</b></p> <p style="text-align: center;"><b>Commissioner Amanda Fritz</b> <b>Position No. 1</b></p> <p style="text-align: center;"><b>Office of Neighborhood Involvement</b></p> <p><b>S-132</b> Authorize Office of Neighborhood Involvement and Police Bureau to ask Oregon Liquor Control Commission to initiate rulemaking on liquor licenses for food carts (Resolution) 10 minutes requested</p> <p><b>Motion to accept the Substitute Resolution:</b> Moved by Commissioner Fritz and seconded by Commissioner Fish. (Y-4; Leonard absent)</p> <p>(Y-4; N-1 Saltzman)</p>	<p style="text-align: center;"><b>SUBSTITUTE</b> <b>36905</b></p>
<p style="text-align: center;"><b>Commissioner Dan Saltzman</b> <b>Position No. 3</b></p> <p style="text-align: center;"><b>Bureau of Fire and Police Disability and Retirement</b></p> <p><b>133</b> Amend Sections 5-113 and 5-126(7), Chapter 5, Fire and Police Disability, Retirement and Death Benefit Plan of the Charter of the City of Portland to correct clerical errors (Second Reading Agenda 114; amend Charter Sections 5-113 and 5-126)</p> <p>(Y-5)</p>	<p style="text-align: center;"><b>185140</b></p>

At 11:38 a.m., Council recessed.

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A RECESSED MEETING OF THE COUNCIL OF THE CITY OF PORTLAND, OREGON WAS HELD THIS 8<sup>TH</sup> DAY OF FEBRUARY, 2012 AT 2:00 P.M.

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

Council recessed at 3:20 p.m. and reconvened at 3:34 p.m.  
Commissioner Saltzman arrived at the reconvened session at 3:40 p.m.

OFFICERS IN ATTENDANCE: Karla Moore-Love, Clerk of the Council; Ben Walters, Chief Deputy City Attorney from 3:30 p.m. to 3:48 p.m.; and Paul Wickersham, Sergeant at Arms.

		<b>Disposition:</b>
<b>134</b>	<b>TIME CERTAIN: 2:00 PM</b> – Safety Recognition Day Awards (Presentation introduced by Mayor Adams) 90 minutes requested	<b>PLACED ON FILE</b>
<b>135</b>	<b>TIME CERTAIN: 3:30 PM</b> – Appoint David R. Denecke, K.A. Lalsingh, Rodney Paris and reappoint Jeff Bissonnette and F.G. Jamie Troy II to the Citizen Review Committee advisory body to the Auditor's Independent Police Review division (Resolution introduced by Auditor Griffin-Valade) 20 minutes requested  (Y-4)	<b>36906</b>

At 3:48 p.m., Council recessed.

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A RECESSED MEETING OF THE COUNCIL OF THE CITY OF PORTLAND, OREGON WAS HELD THIS 9<sup>TH</sup> DAY OF FEBRUARY, 2012 AT 2:00 P.M.

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

Commissioner Fish arrived at 2:03 p.m.

Commissioner Saltzman arrived at 2:05 p.m. and was excused to leave at 2:53 p.m.

OFFICERS IN ATTENDANCE: Karla Moore-Love, Clerk of the Council; Kathryn Beaumont, Chief Deputy City Attorney; and Wayne Dykes, Sergeant at Arms.

	<b>Disposition:</b>
<b>136</b> TIME CERTAIN: 2:00 PM – Transmit East Portland Action Plan Annual Report (Report introduced by Commissioner Fritz) 1 hour requested (Y-4; Saltzman absent)	<b>ACCEPTED</b>

At 3:09 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.

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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.

**FEBRUARY 8, 2012**                      **9:30 AM**

**Adams:** [gavel pounded] Good morning today is Wednesday February 8<sup>th</sup> it is the year 2012, it's 9:30 a.m. And the city council will come to order. Good morning, Karla. How are you?

**Moore-Love:** I'm well thank you. How are you?

**Adams:** It's a little drizzly out there today.

**Moore-Love:** Yes.

**Adams:** Shocking. Winter finally. Can you please call the roll? [roll call]

**Adams:** A quorum is present we shall proceed, beginning with a special proclamation. Is Aaron Faree here? Please come forward. I'm very pleased to read the following proclamation on behalf of the city. Whereas congenital heart defects are the most frequent -- please, have a seat -- are the most frequently occurring birth defects and the leading cause of birth defect related deaths worldwide and whereas over one million families across America are facing the challenges and hardships of raising children with congenital heart defects and whereas every 40,000 babies born in the United States with congenital heart defects and whereas some congenital heart defects are not diagnosed until months or years after birth. And whereas undiagnosed congenital heart defects cause many cases of sudden cardiac death in young athletes and whereas, despite these statistics, newborn and young athletes are routinely screened for -- are not routinely screened for congenital heart defects and whereas a disproportionately small amount of funding is available for congenital heart defect research and support, and whereas congenital heart defect awareness week provides an opportunity for affected families to celebrate life, remember loved ones, honor dedicated health professionals and raise public awareness about congenital heart defects, now therefore I Sam Adams, with a tough crowd -- [laughter] -- but an impatient crowd, just another day at city council. Now, therefore, I Sam Adams, mayor of the city of Portland, Oregon, the city of roses, do hereby proclaim February 7<sup>th</sup> through the 14<sup>th</sup>, 2012, to be congenital heart defect awareness week in Portland and encourage all residents to observe this week. Thank you. [applause]

**Aaron Faree:** Thank you. On behalf of the Portland CHD support group, many of us here, I would like to thank you, Mayor Adams and the city of Portland for declaring the 7<sup>th</sup> through the 14<sup>th</sup> congenital heart defect awareness week. We know that February is heart month, in general, we know and have seen or worn red ourselves on the 3<sup>rd</sup> in honor and support of those who suffer from heart disease, but what many don't know is that congenital heart defects are just as prominent and just as, unfortunately, deadly and they're not on ads and they're not on billboards and we don't see them on the news as often. So this week really allows us to bring into the spotlight congenital heart defects a little bit more than what you'd normally see.

**Adams:** And where can folks go that are watching to get more information on congenital heart defects?

**Faree:** There are plenty of -- there are a number of websites, Children's Heart Foundation is a wonderful source. They dedicate all their funding to research and they have lots of information. There are support groups that you can go to for here in Portland, Oregon, we have on Facebook, the Portland CHD support group. And then there's other organizations, It's My Heart, and also through the Children's Heart Foundation you can find other support groups.

**Adams:** So on the - for the Portland -- the best Portland contact is on Facebook, say it again.

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**Faree:** Portland chd support group.

**Adams:** Great, well thank you to you and everyone else who has been an advocate and -- this issue has touched you in some way, we're glad to help raise the awareness on it and congratulations on the proclamation.

**Faree:** Thank you. [applause]

**Adams:** Now those of you that are here for the proclamation, you're welcome to leave, we're used to that. [laughter] you might have other things do in your day. I just ask that because we've got a full list that -- feel free to get up and we have an excellent lobby marble floor, if you want to have more discussions out there. So we really appreciate you being here. All right. We have four communications. Can you please read the title for 118.

**Item 118.**

**Adams:** Please come forward.

**David G. Gwyther:** Good morning, all of you should have copies of the incorporated -- the original incorporation papers for the city of Portland. Although it's a matter conjecture what date Portland officially became a city, this is one of the dates that I found in my research and I was -- thought the city might be interested in using incorporation day as a way of educating our citizens about the history of Portland. Recently, there was a book that came out that discusses it in detail. What I found interesting in reading the incorporation papers was the issues that you folks are being confronted with are some of the same issues that they dealt with in 1851, primarily, the paving of roads.

**Adams:** Yes. [laughter]

**Gwyther:** As it turns out, there's 62ish-miles of unpaved roads still in Portland.

**Adams:** Yeah.

**Gwyther:** The solutions they had in the old days was taxing the lot holders, the owners of the lots adjacent to the roads and the other solution, which is section 21, is having -- sort of drafting every able-bodied man over the age of 20 to work two days for the city for free, basically.

**Adams:** Oh?

**Gwyther:** On the roads, now obviously, that wouldn't work --

**Adams:** Thank you for signing up for that sir, that's very, very nice of you. [laughter]

**Gwyther:** Exactly. Anyway, so I thought I should bring this to your attention. Obviously, there's a lot of issues in front of the city council these days. And this is something that I thought would be timely. And i'm in the process of filing and running for city council myself. So I will be back again on the march 7th, to talk about parking issues.

**Adams:** Great, thank you for bringing this to our attention. You know the way that you describe of the tax on local property owners, that's still how we do it.

**Gwyther:** That's right.

**Adams:** I think it's good, though, that we have improved a little bit on when the city was incorporated. We no longer have stumps in the middle of the street. So I consider that progress, what do you think?

**Gwyther:** Very much so. [laughter] and this -- the city that was incorporated was actually just what could be called now west Portland.

**Adams:** Right.

**Gwyther:** And, of course, that changed and also it was in Washington county, Multnomah county didn't exist at that point in time. So it was very unusual things that most people don't realize. So thank you for your time.

**Adams:** Thank you for your time. And we really appreciate this very much. Thanks. Please read the title for communications item number 119.

**Item 119.**

**Adams:** Alando simpson. Hi, welcome back. Thanks for being here.

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**Alando Simpson:** My pleasure. First off, good morning, mayor and commissioners. My name again, alando simpson, I'm the vice president of city of roses disposal and recycling. I'm here before you today to thank you for all your efforts to support small business and I would like to encourage you to continue this work. I want to first off personally share with you my business success story. 1996, while working for the city of Portland's maintenance bureau as a truck driver, a fanatical idea popped into the head of my father, Alonzo Simpson. After years of witnessing how the waste industry operated, through all the knowledge obtained, he decided to take the risk and jump into the waste industry and this was when the city of roses disposal and recycling was founded. Alonzo was motivated with a goal in mind to build something for his children to have in the future. While still working for the maintenance bureau, he figured since garbage is one of few industries that operates six to seven days a week, that it would be a perfect opportunity to grow his new business by using his free weekend hours and weekday nights to haul waste, however he always knew it would take hard work and dedication to see any light at the end of the tunnel. Who would have known that 11 years later, his company which started with just one truck and one waste container would still be around and myself, his eldest son, would be coming aboard the family business in order to assist with business growth and development. Since joining the company in that 11th year, the light at the end of the tunnel has become more visible and we have gradually persistently and patiently grown into something my father could have never envisioned. In early 2011, thanks to the Portland development commission, my father's definitive goal of growing his company to the point where he would be capable of retiring from the city of Portland's maintenance bureau became a reality. With the assistance of pdc and the state of Oregon, the city of roses disposal and recycling was awarded financing to open a new division in core recycling which will be the city of Portland's first leed nucleus material recovery facility. This facility will focus primarily on recycling a minimum of 80% of incoming construction waste. Since construction and demolition waste accounts for approximately 40% of the overall waste stream, and the Portland metro area having a overall recycling rate of 58%, City of Roses is a small business that is taking the necessary steps, to not only assist the city in its efforts to increase recycling rates and become a leader in sustainability but become a model of how innovative small businesses can work with government agencies for a common goal in which both parties benefit and prosper. Given the unfortunate statistic that 95% of all startup businesses fail within the first five years, these are exciting times for myself and my family and no one really knows how long it would have taken for the city of Roses to gain the access to capital in order to open a new division which would enable my father to retire. But I'll tell you what, in these tough economic times, the city of Portland had plans for its local economy. The city of Portland also had a plan to invest in small business and the city followed through with its plan. My company became an element of that plan and now my father can finally see the light at the end of the tunnel. And again, I'd like to thank you, mayor and commissioners, for all your hard work in supporting small business and I ask that you continue your support for small business through funds and programs, therefore, like I had mentioned earlier, both parties can benefit and prosper. Thank you.

**Adams:** Congratulations. Really appreciate you being here. It's always good for us to hear the perspective of folks who have the core responsibility of doing -- of job creation. So thank you for that. Appreciate it very much.

**Simpson:** Thank you.

**Adams:** Can you please read the title for item 120.

**Item 120.**

**Adams:** Hi, welcome.

**Fletcher Nash:** Thank you. First of all, i'd like to thank you for your time.

**Adams:** And just, sir, for the record, if you wouldn't mind -- sorry, I usually do this at the beginning. Just give us your name.



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**Nash:** Oh my name is Fletcher Nash.

**Adams:** Thank you, sir.

**Nash:** Alright. I'm here today for no other reason than to thank you for saving my life. The Portland police, Multnomah county, the hrr program, central city concern along with volunteers of America Day Treatment, just under a year ago, the steel bridge is where I called home. I remember day after day waking up and the first thing I saw was traffic. I wanted to change but I did not know how and that's where the Portland police came into the picture. Officer Stacy Dunn got me into the hrr program, I went to the Golden West building and did my intake and to my surprise, they gave me a key to my own room. I can't express the joy I felt to have a place of my own and that's where the change began. The need for drugs began to subside; I could begin to see a future. I got into the voa day treatment and while I was there, I attended the graduation that you hold here. I wanted that. I wanted to be a part of the next graduation. And -- and excuse me -- and nothing was going to stand in my way. As it was, I was a part of the next graduation. I stand here before you today as a testament that the hard work you're doing along with hrr, central city concern, is not in vain and at the present time, I work for clean and safe, I am also a graduate of the community volunteer corps. And I also today have hopes and dreams of a future. So thank you for giving me the tools to regain my life and also I would like to give credit to Austin and Corliss and Robert Donaldson, you know, who played a real big inspiration. You know, because they cared about me at a point in my life when I didn't care about myself.

**Adams:** Sir, that is a remarkable and inspiring accomplishment. So congratulations and thanks for sharing with us very much. [applause]

**Fritz:** And Mayor if I could just add my thanks to Fletcher, at that graduation, I challenged the folks there to come and tell their stories and so I really appreciate you following through on that and Austin Raglione, for your work with the service coordination team. Mr. Nash you're a great example of why the citizens of Portland, the taxpayers of Portland invested in this program and now you're becoming a taxpayer again yourself. So thank you so much. [laughter]

**Adams:** Hear, hear. Thank you all very much. You can stay, we won't be offended if you have to go either. Can you please read the title for item 121.

**Item 121.**

**Adams:** Shedrick Jay Wilkins. Shedrick Jay Wilkins? Alright, let's move on. We'll consider the consent agenda. Does anyone wish to pull any items from the consent agenda? Hearing none, Karla can you please call the vote on the consent agenda.

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

**Adams:** Aye. [gavel pounded] consent agenda's approved. We have a 9:30 time certain. Can you please read the title for this presentation.

**Adams:** I'm very pleased today to present this -- it will be a succinct presentation, but it is something worth celebrating, in part because the people involved with it, because of a key designer that we lost, and also because it was very controversial in terms of its design. Some of you might recall there was concern of mayhem on the transit mall because of the nature, unique sort of nature of how the rail and the buses would work together. And so we all sort of -- we also get to talk about how the smart design, although innovative has worked great. So with that, I would like to recognize, sir.

**Ron Stewart:** You can put the images up. I'm Ron Stewart with ZGF Architects. Mr. Mayor and members of the commission, thank you for giving us some time this morning. In 1984, Portland won national design recognition with the Banfield Transit Leg. It received an urban design and planning award from Progressive Architecture. Such distinction continues 37 years later with two national awards for the Portland Mall Revitalization Project. First the 2012 American Institute of Architects Honor Award for Regional and Urban Design, which will be formally presented this May at the national convention in D.C. But today we are here to present the 2011 American Society of

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Landscape Architects award of excellence in general design, the highest award given by the asla and one that is given only in years when they deem a project worthy. In recognition of the Portland mall revitalization, the asla jury commented: It is through projects like this that Portland continues to stay at the forefront of vital sustainable planning. It set a new benchmark for urban connectivity to reinvigorate a multimodal transportation infrastructure by a design team that was empowered by an unusually high level of political commitment. These words from the jury who reviewed the presentation. Civic architecture is most successful when it is the child of clear vision, close collaboration and thoughtful execution. There is a pride of ownership and a sense of place that is palpable in this city and it is a function of the mutual respect that exists between the private and public sectors, a respect that drives each to achieve a goal higher than each could achieve alone. Great work demands a quality inner disciplinary team of owner designer and contractor. Looking back to the '70s, colleagues like roger shiels and Greg Baldwin, LTK and metro joined with tri-met in an undertaking that was to put Portland onto the national stage as a leader in transit design of the highest quality. In 2012, many of those same players are still here doing outstanding work and they were part of the Portland mall revitalization project. Portland still has the political will to do great projects. Tri-met, thanks to people at the top, like Neal McFarland and Rob Barnard, and Ann Becklan, has redefined its reputation as an innovator. The Portland mall was one of the first in the country to combine bike, auto, bus, rail, transit on the same urban street. Metro and LTK are still contributing, Doug Oblitz of Sheils Oblitz Johnsen, the firm started by roger shiels, managed by word and by deed. Tad Savinar lead a very successful block by block analysis of the entire 58 block alignment. And URS, DKS, and Mayer/Reed were invaluable contributors. Special recognition needs to be given to Stacy Witbeck Hewitt, who transformed ideas on paper into very real great streets and my mentor, greg baldwin, whose vision and passion for this city was unparalleled. To each and many others is owed a great deal of credit. We are here today because Portland is proof that award-winning projects reflect the ethic of the city leadership in which they reside.

**Adams:** Thank you.

**Rob Barnard:** Good morning Mayor, Commissioners, Rob barnard from tri-met. I'd like to thank ron and zgf not only for his remarks but for their vital leadership in advancing Portland's livability and economic health. As you know, tri-met appears before this chamber many times to discuss projects during the planning stages. It's wonderful to come here before the mayor and this council to talk about the fruits of those planning efforts. The Portland mall light rail project is a success because of those very discussions, with this council, with city departments, with project partners, like pdc, the downtown businesses, and the residents. Tri-met believes that such partnerships and community involvement are why transit projects in this region are a model for the rest of the nation. That's not to say that this process or every discussion is easy. But it's the listening, the give and take, the incorporation of partners and stakeholders' ideas into the project that result in what you see here today and on the screen. Mayor Adams, as mayor and city commissioner, was a champion for the planning, the designing and the building of the best project possible. Mayor Adams, ensured that we had a successful budget and a design, provided the leadership for the tough decisions, like the decision to move all the buses off of the mall for two years. Made sure that businesses and visitors retained access to parking which is vital to their success. And raised the bar for the team to make sure we included innovative stormwater and additional bike parking along the alignment. At tri-met, we hope that you know how much we value and appreciate the city's support, advice and collaboration. We feel it's a true partnership. Mayor Adams, and this council, are great examples of how vision, active dialogue, persistence, can move communities and the city forward together. I'd like to take – to turn this over to a another key project leader, scott andrews, who was chair of the Portland mall management inc. during both the planning phases and design phases, construction phases and is the current chair of pdc commission.

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**Adams:** Thank you. Thanks for the kind words.

**Scott Andrews:** Thank you Rob. Good morning, mayor, commissioners. I'm Scott Andrews, and I'm not here today with my pdc hat on. As Rob said, I had the honor of serving as chair of Portland mall management during the planning and construction of the downtown mall renovation project from 2004 to 2010. As you know, the business community worked closely with Tri-Met and the city to develop an expedited construction plan that would minimize impacts on the retail businesses that are the heart and soul of our downtown. PMMI was at the core of the tremendous public-private partnership that made the revitalization of the Portland mall possible. This project had great support of the downtown property owners and businesses and I'm sure you remember they voted to increase taxes through a local improvement district to help fund many of the improvements we see today. In fact, there was so much support, you might remember at the end of the design process, the architects came to Tri-Met and the city and PDC -- or PDC and the business community and said, we're really \$9 million short of having the project that everybody wants. And we went back and we increased the taxes again and it was one of my proudest moments because no one spoke in opposition. The city, Tri-Met and the private sector also helped create a long-term maintenance program for the mall under PMMI stewardship and in addition with PDC's support the project was able to revitalize storefronts through an innovative block-by-block program, led by Tad Savinar. Today, everyone's investment is paying off. The Portland mall is an example of great urban design, great transit ridership and vital private investment on Fifth and Sixth Avenues. The Nines, Hotel Madeira, Marriott Court Yard, Davis Street Tavern and many, many more. We can all share in the Portland mall's renaissance, but we must not forget one of the visionaries that made this possible, Greg Baldwin. I first got to know Greg in the early 1990's as I worked behind the scenes as a board member of the Multnomah Athletic Club. Greg was a key member of a very small team that was teeing up an expansion of the MAC, an expansion now known as the Loprinzi Wing. This complex project was the kind that Greg loved. The talk about expansion was very controversial and included design, transportation, zoning, building code and political hurdles. Greg was brilliant and when the project was ready to announce to the membership, we had a game plan in hand that included the answers to all the key questions that a member might have. The project was completed in the late '90s and I can't imagine the MAC without it today. The mall project was my second opportunity to work with Greg. Greg was really amazing, always up on the latest design, selling concepts and able to steer the project through the budget, construction and political issues in the way. I honestly think that the mall's become so successful that many people already forget how bad it had become. Greg really pushed everyone to make it special and he was a key to its success. Greg was also very, very good to me. In our last project, the downtown retail strategy committee, which I had the honor to co-chair with the mayor, he was really wonderful in helping the committee maintain a very positive attitude and focus on the key activities that would enhance downtown's vibrancy. Now we all know that Greg did not suffer fools kindly so his comments were very meaningful and he helped me get through some very difficult discussions. Unfortunately, I didn't get a chance to tell Greg how much he meant to me or to our city. So Greg, wherever you are, thanks for everything and we miss you already. And finally I want to thank you, mayor, and commissioners for your part in keeping this vital part of downtown clean, safe and worthy of national awards. Thank you.

**Adams:** Thank you very much.

**Stewart:** Mr. Mayor, we would be remiss if we didn't also mention the contributions the Portland Bureau of Transportation played in this entire roll. Sue Keil and her staff and Teresa Boyle and any number of people who I will now offend by not including hundreds of people, but were really critical in having this project be as successful as it is. It really was a collaboration and for that we thank you and the council and all of our colleagues at the city.

**Adams:** Thank you all very much. Rob was stolen from us to be the project manager for the mall project for Tri-Met. The lead manager, and he had come off an equally difficult project. He was the

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project manager that the bureau manager and I assigned to fix the tram project and so congratulations and you've gone on to do a few other projects, I've heard.

**Barnard:** Yes, sir,

**Adams:** Like?

**Barnard:** We're working on the Portland-milwaukie light rail project.

**Adams:** Right, so, it just gets better. Thank you all very much and teresa and your team, thank you as well, great work.

**Fritz:** Mayor, if I might comment?

**Adams:** Yeah.

**Fritz:** Thank you for your work. I was on the planning commission when the designed mayhem plan was brought to us and I must admit that I did not think it was going to work, so I'm very pleased that it has and I believe we should also recognize the drivers tri-met drivers of the amalgamated transit union local 757 who make it work and who are very diligent and i'm amazed every time I ride the bus downtown how well everybody knows what the weaving in and out is going to and they do it and need to encourage all of the car drivers and bicyclists to also recognize that this is a very intricate system and stay in the lanes that you're supposed to be in. So thank you so much for your work and thank you for bringing this presentation, mayor.

**Saltzman:** I'd just like to thank all of you and the mayor also for making the mall revitalization a success. I will say since my window faces Fifth Avenue, I still see any number of cars still driving in the wrong lane, but that will take care of itself in time. But it really is a success and I had my doubts myself when I first heard of trying to get all of this into one street or two streets, but it seems to have been a true success as recognized by the american society of landscape architects and aia, those are very great honors and I just wanted to also offer my own personal tribute to greg baldwin, who is a great person, added much to the fabric of this city and he is truly missed. Although I see ron, is it Ron?

**Stewart:** Yes.

**Saltzman:** I see you've carried on the bow tie tradition of your mentor [laughter] and I just want to just take an opportunity to say, while i'm -- while you're here, that I had an opportunity to recently tour the soon to be opened randall children's hospital on the emanuel campus, which was designed by Zimmer Gunsul Frasca and really a great job, particularly I was impressed with the sustainability features, rainwater gardens and everything, and so I just want to thank you for that. And what most impressed me as I was leaving my tour, was the swales, the bioswales in the middle of the street and I know that was probably part of your design work too, but it was great to see that, so good job.

**Stewart:** Thank you.

**Fish:** Mayor, if I could also add a thank you for the presentation and I had the honor of attending greg baldwin's memorial service at the art museum and there were sort of learned about all of the projects that he had put his heart and soul into, and while this is a conspicuous part of his portfolio, I think there's two other things he loved, I just want to acknowledge as well. He had a hand in something called director park, which was also an award-winning park which I think we all would agree has transformed that part of Portland. Once upon a time it was a kind of an eyesore and a garage and now, it's one of the really great urban plazas of this city or any city and there's all kinds of economic vitality that's beginning to spring up around it so - and he and a number of his colleagues used to spend a lot of time in there, sort of with their punch list, and fine-tuning the design even after it was built. And so we appreciated that and then there was the other thing that he loved deeply, which was racing his car and he was a champion for the pir, which is you know in the parks' portfolio but serves the whole city and I have a colleague in my office, jim blackwood, who actually races his car there when the public is allowed to take their cars out for a spin and I've done it once with him, I don't recommend it -- [laughter] -- unless you have a lot of Dramamine. But the

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- greg showed up at the meets and he was a champion and he had a vision for a master plan for what it could be and I can't think of any greater tribute to his legacy there than continuing the work that he led with the friends of pir towards creating a world-class venue. But it was an honor to work with him and he made this city a better place and I, Mayor, I look forward to the day when we will be able to name something of great importance in our community after him. So thank you for your presentation.

**Adams:** You can also see in the audience john russell and patty foot, and I want to acknowledge you and thank you for all your fantastic work on this, both the original mall and the redo. I want to honor you as well.

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

**Adams:** Appreciate it. All right. You're welcome, again, to stay and see more democracy happen, or you can leave. We're not offended.

**Fish:** Sam he has a plaque for you.

**Adams:** Oh, ok, sorry.

**Fish:** I'm impressed that katu was here to film this presentation. [laughter] Good way to lead the 5:00 news.

**Adams:** Yeah, give a round of applause. [applause] all right. Can you please read the title for -- 132.

**Item 132.**

**Adams:** And for those of you continuing the civic tradition of talking with each other, we would really welcome you to enjoy the marble floors in the foyer. I think they're marble. Ok. All right. Commissioner amanda Fritz.

**Fritz:** Thank you, mayor. This resolution is a request for council to support city staff in the office of neighborhood involvement and the Portland police bureau in petitioning the Oregon liquor control commission to make rules pertaining to the sale of alcohol in food carts. OLCC is prepared to issue permanent annual licenses to cart owners who apply. We already have significant -- excuse me -- we already have significant resources devoted to public safety issues surrounding the use of alcohol, from standard brick-and-mortar types of establishment. Adding food carts without rules could create significant problems for our emergency responders. We know there are responsible venders, who mean to do the right thing with these types of permits, but the olcc does not have any enforceable regulations that pertain to the unique characteristics that food carts present when alcohol is sold there. We believe that those regulations need to be in place prior to the issuance of permits and that those regulations will hopefully require specific safeguards. The public might think, why don't we simply create these requirements. It's important to note that the city has no control over regulations pertaining to licensing of alcohol. Only the state can make laws in that regard and we are forced to respond and react. This is our way of being proactive in that regard, working with olcc to ask for rules to be put in place before petitions for licenses are approved. A substitute ordinance was -- or resolution was distributed in the tuesday memo. The mayor and I met with olcc staff and the chair of the commission on monday and as a result of that discussion, we added a further be it further resolved directing the office of neighborhood involvement liquor licensing division in conjunction with government relations in the police bureau to work with legislators and the Oregon liquor control commission in the upcoming legislative sessions as well, so - and also there was a typo in that substitute, in the listing on page 1, the first -- the third whereas, said in january, 2011, there are 696 active food carts within the Portland city limits that's actually a january 2012, it was a scrivener's error. So I move the substitute.

**Fish:** Second.

**Adams:** It's been moved and seconded. Council -

**Saltzman:** I guess --

**Adams:** I'll get there, I promise. Council discussion on the motion?

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**Saltzman:** So the substitute contains language that I don't support at this point and that is that we should statutorily prohibit food carts from serving alcohol. I think, you know, there's been to my knowledge, no process with the food cart industry on this and while I definitely support rule-making about controlling food carts dispensing beer, wine or liquor, just like any other establishment licensed by the olcc, i'm not ready to jump to statutorily prohibiting that, because I don't think A, there's been any process about that, and B, the case to me has not been made that we should prohibit it outright. So I can't support this substitute.

**Fritz:** Thank you for that clarification, commissioner Saltzman. The language has to statutorily prohibit or restrict, we don't have any control over what rules the olcc might adopt if they agree to adopt rules. So depending on what those rules are, we might need to petition the legislature to prohibit if we don't feel that those rules adequately protect neighborhood safety, neighborhood livability and our police's ability to enforce those rules along with olcc.

**Saltzman:** So what public process has occurred with the food vendor?

**Fritz:** Well it - there will be a public process; it will be part of our legislative agenda setting. This resolution merely puts it on the table for discussion. It's not saying that we agree that we're going to prohibit licenses. It states that that might be one of the options but it's not in any way intended to say that that's our goal.

**Saltzman:** Well again, I guess with all due respect, I read that as saying, you know, if we don't like what the olcc does, which we often don't and we sometimes go to the legislature and it's succeeded in the past, i'm not ready to say that's the avenue we're going to pursue until we give the olcc and the police bureau and the office of neighborhood involvement a chance to come up with some meaningful rules that may not necessarily prohibit it.

**Fritz:** Would you be more comfortable if we make it - of we delete prohibit or and just put statutorily restrict?

**Saltzman:** I would just be more comfortable if you just struck the words and to statutorily prohibit.

**Fritz:** Right, that's what I just proposed.

**Saltzman:** So, ok, I mean I -

**Adams:** Why don't we keep all options on the table? The motion is to substitute -- you can vote against the motion.

**Fish:** Mayor Adams, if I may -- my understanding is, we're putting a -- this will allow us to have a resolution before the council, we will then be taking some testimony and then there'll be an opportunity to amend, but I think our normal --

**Adams:** There's a motion on the floor.

**Fish:** So I would move the motion.

**Adams:** All right. Karla, can you please call the vote on the motion to substitute?

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

**Saltzman:** I will vote for the purposes of discussion, aye.

**Adams:** And i'm voting for this, because I want the full range of options before this council. Aye. So we are now considering the substitute. Commissioner Fritz.

**Fritz:** Theresa Marchetti from the office of neighborhood involvement liquor licensing coordinator is going to present the issues.

**Theresa Marchetti, Office of Neighborhood Involvement:** Thank you, commissioner. Mayor Adams and commissioners, there are -- i'm theresa Marchetti, I'm the city of Portland's liquor licensing program specialist. There are an estimated 696 food carts in the Portland city limits. If even a fraction of these seek a liquor license, we could be facing a pretty incredible increase in public safety and livability impacts for the Portland community. We consistently partner with the olcc to address public safety concerns that affect the entire community of Portland. Several examples of these are the alcohol impact area for downtown, seeking legislation to allow immediate

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closures in the event of a homicide at alcohol serving establishments and also one-on-one problem solving that occurs daily that covers a wide range of issues. It's really in the best interests of all if we have an opportunity and if we can address these issues proactively if possible. Food carts are fundamentally different from traditional brick-and-mortar establishments and the same assumptions about control of alcohol service, about monitoring of alcohol consumption and accountability are just not true and these enterprises really need some clear guidelines to clarify that. Enforcement of these issues would fall largely to the police department, in a time when resources are extremely strapped as we know. This resolution would authorize ONI and DVD [Drugs and Vice Division] simply to seek rule-making too on the subject that would allow us to partner effectively with the olcc to mitigate these concerns by clarifying enforceable requirements, when licensing food cart entities. And we've also been attempting to address the need for immediate temporary closures related to establishments where serious crimes have occurred. We failed to get this passed in the last legislative session but we will be pursuing that again in 2013 and this resolution just simply reiterates that need and charges police and oni and government relations with the task. Thank you.

**Adams:** So we currently have -- I mean, we currently seek statutory prohibitions -- or restrictions on liquor licenses at establishments when inherent safety and livability concerns exist. I can tell you as police commissioner on behalf of the police bureau, we do that right now. Would you have suggest that for food carts we limit ourselves or -- we eliminate the possibility of trying to close down a business that we think is inherently unsafe or providing intolerable livability concerns? Do you want that prohibition as a matter of city council policy taken away from us?

**Marchetti:** No, I think that it's paramount to leave that as an option that's available on the table.

**Adams:** Commissioner Fish.

**Fish:** First, commissioner Fritz and team, thank you for bringing this forward. I think that the core of this is that -- my understanding is you're trying to ensure that the city of Portland has a voice in this process and that the regulatory process not go forward without a full public participation.

**Fritz:** That's part of it commissioner Fish. The other challenges that currently olcc is proposing guidelines for such establishments, we want there to be actual rules.

**Fish:** So I look forward to learning more about this, but there were a number of questions that my staff and I had when we were looking through this and I just want to maybe share them with you and then we can come back to these. One is what has been the experience with food carts in other cities? Clearly, we're not the only city to have a lot of food carts. Are there other cities that allow food carts to sell alcohol and how do they regulate them and what's been their experience? Second, you know, there's a - I'm familiar with the difference of - between having a drink in a restaurant where you're not allowed to leave the restaurant with your drink and going to a package store where you are allowed to leave the store with the alcohol you purchased. What's not clear to me is whether a food cart is a package store or a restaurant, because of the absence of any kind of defined boundary around it. So I'm not even sure what category of regulation it would fall under. Three, there are a host of regulations which attach to serving alcohol. I'm curious as to how it would impact the staffing and oversight within food carts. Often food carts have as few as one person working; sometimes they have a younger person or older person. I'm assuming it would impose a whole set of regulations which would have to be adopted. Four, when you said there were 696 food carts in the city, it reminded me that when in my neighborhood, which is hollywood grant park, when there's a change in a retail use and some establishment wants to serve liquor, then a sign goes up in front saying there's a application pending and there's a whole public process. How do you deal with potentially 696 applications and what is the process for notifying people and how is it maybe the same or different than from what a restaurant does? I could go on and on. But I think there's a lot of important and interesting questions which we have to put on the table before we start weighing in pro or con. But it does strike me that it quite fundamentally changes the way we deal

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with alcohol and food. And I -- i'd like to start by knowing how other cities have dealt with this and what they're experience is. And use that as a guide. But I appreciate this being brought forward because I think the city has a strong interest making sure that whatever rules are adopted do not negatively impact the neighborhoods and areas around where food carts are located. And if this is new ground, in terms of regulating, let's make sure we get it right. And I have some real concerns because to me, a food cart does not feel like a brick-and-mortar restaurant and i'm not sure how you monitor and enforce the law in a food cart context as opposed to a restaurant. So I'd be interested in knowing more about all of those.

**Marchetti:** Commissioner --

**Fish:** Not necessarily now but as you go through this process.

**Saltzman:** Why don't you at least deal with the other cities now. What did other cities do?

**Adams:** Well we're going to let her respond.

**Saltzman:** Okay.

**Marchetti:** Thank you. I think the concerns that you've just reiterated are exactly the concerns that we have. We don't know, necessarily. We don't know whether or not package store licenses or restaurant licenses would be granted or both, depending on the models, in exhibit 2, there is four separate models that the olcc is considering in terms of licensing. But in terms of the workload for applications, we don't know, because again, the guidelines that are set up are merely suggestions from the olcc right now. There's nothing clear there's nothing definitive about what the rules would be to license food carts and that's essentially what we're here to ask you to allow us to do, is to go to the olcc and ask them, let's define some rules lets answer those questions about how other cities do it before we just move forward with liquor licensing carte blanche.

**Adams:** Thank you. Other council discussion? How many people are signed up to testify.

**Fritz:** Did you have any comments.

**Josh Kraner, Portland Police Bureau:** No, I don't, and officer --

**Adams:** We're going to call you, you just have to wait for public testimony.

**Moore-Love:** We have five people signed up.

**Adams:** Okay.

**Fritz:** Mayor I just wanted the have officer make a comment.

**Adams:** Well I thought you - did you want to comment?

**Kraner:** Oh I think teresa covered it, I just --

**Adams:** I thought that was -- so I want to make it --

**Leonard:** Although I would be interested to know from a police perspective, you know, in the experience of establishments that serve alcohol and the amount of disturbance that may or may not be associated with establishments that serve alcohol and how that might be different without walls. And I'm thinking specifically of the most responsible establishments you go to, if one is not drinking and you go to a place that serves alcohol and you're not drinking, you notice that the people who are drinking have elevated voices and they seem to get louder the more they drink. So how do you expect that to play out when you don't even have walls?

**Kraner:** Well I think the - a lot of the questions that are coming up are the concerns law enforcement have. We simply don't know what this is or what's going to happen. The concern I think particularly in central precinct, is your going to see an increase in street drinking, that your going to have a lot of overspill from these food cart areas and there's really no language in terms of how we're going to monitor this, what olcc is going to do to make sure that they're in compliance with whatever regulations are in place. And essentially, that's going to fall to the police bureau and I think the concern is is that this kind of amounts to what they're doing right now with these guidelines that they've established, or they've put forward, it essentially amounts to them experimenting and we're left to pick up the pieces. I think that that is the concern that the police bureau has. We simply don't know what the impact is going to be.



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**Adams:** Well I can speak -- having spent time with the chief, I can -- and his team -- I can speak and just adding my own thoughts, I have grave concerns about this proposal. We are spread thin as it is. And to spread thin further geographically, because this has the potential to open up new liquor-selling establishments in parts of town where there might not be right now, a vendor of liquor. So we're spread further, thinner, in different parts of the city, even if a fraction of the 696 apply, It's a real problem for us, as we're also looking at budget cuts as we're also dealing with gang violence and we're also dealing with a whole -- you know, a whole host of challenges on the public safety front, we're going to have -- that -- if this moves forward, it inherently will make our job harder, in the police bureau. I want to be really, really clear; I didn't know who applied, in terms of the food carts. You know, this isn't about any particular application. This is about coming up with fair and sound policy for the city and being very honest with folks of what the likely trade-offs will be for making this choice. The Oregon liquor control commission has amazing power over this issue and the city government does not. And that is frustrating but at least I have the bully pulpit. And during the time that I've been police commissioner, when an establishment acted how we felt irresponsibly, we sought to shut them down. And we sought and did shut them down. When there have been serious safety concerns and so today, the conversation about eliminating our ability on a case-by-case basis to shut down establishments that have allowed themselves to become so unsafe, is even beyond what I could imagine subjecting the city to in terms of undermining our basic public safety and making a difficult job of public safety almost impossible. Taking that tool off the table, that intention off the table, is I think although well intentioned, is in the end incredibly irresponsible.

**Fritz:** And Mayor, if I may just add to that, I agree that the public safety concern is the paramount one I'm the commissioner in charge of neighborhood involvement and so we sometimes have establishments which don't rise to the level of a severe safety problem or a homicide but which cause problems in the neighborhood. Theresa, could you describe the process where if an establishment is being loud and having nuisance behaviors, what's the process and the likelihood of getting that business' license revoked?

**Marchetti:** It's extremely difficult to meet the threshold for a license cancellation or revocation. It requires a long, serious and persistent history of problems, a violation history. We do know that a violation or a report is written in only a fraction of the incidents that requires documentation from police, it requires response from police from neighborhoods that have to document over a long period of time issues that are occurring that are impacting them then. Once we have that, we go to the olcc and make a case, at that point having made the case it can take up to from a year to three years for any official action to be taken.

**Fritz:** Thank you.

**Marchetti:** Thank you.

**Leonard:** I guess the other question becomes how one defines a food cart. And I see that there's a part of the resolution would give us the authority to define what that meant for serving alcohol purposes but i'm wondering if more generically the bureau of development services, something I just started kind of delving into when commissioner Saltzman took the bureau over, but if there's some capacity lacking cooperation from the olcc for us to regulate food carts in a way that essentially eliminates the issue. Which the food cart owners wouldn't necessarily like and maybe some Portlanders wouldn't like, but if we have some authority to regulate food carts in the manner of where they're placed in the zoning and like I said, I just started scratching the surface of this issue and I think we have some authority, we have yet to exercise in terms of regulating food carts.

**Fish:** Commissioner Leonard, may I engage you on that point for a second? Because it goes to another issue, because I remember when you were the commissioner in charge, you had the issue of some illegal structures that had been - that you sought to have permitted. And that raises an interesting question. In a typical restaurant, bricks and mortar, the landlord and lessee have worked

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out the liability issues; the legislature has the authority to decide who is ultimately responsible. But this is a question we deal with a lot. Who ultimately - when a bar sells -- is irresponsible and sells too much alcohol to someone and they have a reasonable -- it's reasonable and foreseeable that person is going to get in their car, who is liable? I think one of the issues we'll also want to look at, since a lot of the food carts are lessees in parking places, is ultimately what would be the responsibility of the owner of that space in terms of a food cart selling alcohol and would they be jointly and severally liable for any of the consequences of illegal activity?

**Leonard:** I think that's one appropriate avenue I think another is to look at zoning, and to look at -- you know, we don't allow by code anything developed by anybody to plop anywhere in any neighborhood. And really, when you get to the elements of food carts, this could be an issue of zoning and we've been pretty relaxed in terms of enforcing those codes. So what I'm suggesting is, I think this is a good start in terms of strategy, I think there are other tools that we could use as well that as I said may not make some of the food cart owners happy, may not make people who frequent food cart owners happy, but my concern is as I've said here many times, is I have a very strong principle I live by, a person's home is their castle and they should be able to live in their home, unmolested, either visually or audibly from what others do. And particularly when you live in a dense city like Portland, I have little tolerance for people who want to exercise some right to the detriment of a whole bunch of other peoples rights and so I would be looking to find creative ways to make sure we protect the people's rights which I think would help the police bureau as well.

**Adams:** So shall we get to the folks who have signed up to testify? When you come up to testify, you'll have three minutes. Give us your first and last name and if you are registered to lobby on behalf of a business, for example, that you own or somebody else owns or you're lobbying on behalf of an association, even a nonprofit, you need to declare that as well. Call the first four.

**Adams:** Hi, welcome to city hall. Glad you're here.

**Roger Goldingay:** Thank you very much.

**Adams:** We've got two more? Ok. Would you like to begin, sir?

**Goldingay:** Certainly, my name is roger goldingay, I'm the owner of cartlandia, we are the applicant with the OLCC, we share many of the same concerns that have been expressed here by the city council. We have been going through a very long process with the olcc, i'm surprised to hear that you don't think there are any rules that we have to abide by, because we certainly have been presented with a lot of rules by the olcc. And we've also been inspected, by office of neighborhood involvement and received a letter of favorable recommendation from the drugs and vice division. This process has been going on for over eight months. We were given a controlled plan by the olcc which -- which we have to abide by. Several of these rules are class -- would be class one violations which would withdraw our license immediately if we violated them. I'm happy to share these with the city council. I think that what we have seen and the process we have been going through with the olcc, seems to be considerably different than what your experience and what your knowledge and understanding of the process is. It's been fairly intense, the number of rules that we've had to agree to have been quite substantial. The ideas that you're presenting here in terms of what is food cart, we're basically no different than any other business. You've asked for a time out in this process. But we have had a considerably extensive length of time here. When you ask about the rules and regulations that are presently enforced, I also developed mississippi marketplace and we were the first food cart pod to approach the city and ask them for a building permit at which point the city then came back to us and said here's what we want you to do. We did the same with cartlandia and as a result we spent over \$100,000 in permits and development charges for Cartlandia to bring that piece of property up to speed. So there is a very long list of things that we have done to abide by the city rules and regulation and there is a very large list of tools that the city has which have not been brought to bear on the general food cart development process that's been going on which we have taken particular care to do so and be permitted by the city and I think this

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is one of the reasons that you see cartlandia as the first one that the olcc has brought to the table and the only one and I also think that under the existing rules of the city and the existing rules of the olcc, you're going to see very, very few -- and I think it's less than 10 -- excuse me -- food cart and food cart pods that will be able to sustain the scrutiny that is going to be brought to bear on these operations. And I think OLCC --

**Adams:** Sir your time is up. So I just need you - I want you to be able to summarize, but your time is up.

**Goldingay:** Yeah, so I think you do have the tools available. I think they are in existence in delaying this process, if you're going to stop this process for us, are you also going to stop it for brick-and-mortar businesses, because you're looking to change the liquor rules which there are plenty of, it's my understanding, so --

**Adams:** You've owned a liquor license before?

**Goldingay:** I have not. I have -- no, we've gotten temporary permits.

**Adams:** Commissioner Saltzman.

**Saltzman:** I guess first of all, can you tell us what is cartlandia and where is it?

**Goldingay:** Cartlandia is a food cart pod, we are the first -

**Saltzman:** Where is it?

**Goldingay:** It's on 82nd in the springwater corridor bike trail. It's at 8145 s.e. 82nd and I think one of the things about this location that we have stepped up to do, is to control the non-legal alcohol consumption which has taken place on the springwater corridor trail.

**Saltzman:** So do you - you're seeking a license on behalf of -- a master license for all of the food carts on your --

**Goldingay:** No, we're seeking one license.

**Saltzman:** For one food cart?

**Goldingay:** For one food cart which will be ours. And we will have a controlled area which is separated from the remainder of the premises by a barrier, a rope and stanchion system, approximately three feet high; it's a 20-by-40-foot space.

**Saltzman:** So you would have -- you would -- I would assume you would have to have -- and there's a lot of olcc rules right now for liquor establishments, so you'd have to have adults serving and probably more than one person I would imagine working at a food cart?

**Goldingay:** Yeah we have to have two people, one server and one alcohol monitor at all times that we are serving.

**Saltzman:** Are you under the same hours of operation as other liquor establishments? Like you can't serve past 2:00 or --

**Goldingay:** We're -- we're confined to certain hours.

**Saltzman:** What are those hours?

**Goldingay:** Let's see. I -- it's basically noon to midnight. Well yeah, that's midnight.

**Saltzman:** Noon to midnight.

**Goldingay:** So it's well actually it's 7:00 a.m. -- we're not allowed to serve from midnight to 7:00 a.m. Actually our actual hours will probably be from noon till 10:00 --

**Saltzman:** And are you seeking to serve liquor or beer and wine?

**Goldingay:** Beer and wine. And so we'll have one cart do that and we have one -- one -- we have two people monitoring this, one serving and one monitoring the parking lot. The other areas of the -- our particular -- one of the reasons that the olcc has picked us as their first case is that we are able to secure the entire property, the entire property is about an acre. It's completely enclosed with a chain-link fence. We have control but because we are the owners of the property, this is one of the things that will make it pretty difficult when you look at what we do as opposed to generally food carts, when you look at the 649 food carts, I'd say there's probably four or five of them that have our ability to control the space. So we're completely enclosed we have control of all the exits and

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entrances and we also are basically going to be serving alcohol in a very small section of the entire property.

**Saltzman:** Ok, thank you.

**Fish:** So what kind of food do you serve at your establishment?

**Goldingay:** We have 18 different food carts.

**Fish:** What's the one that – the food that you sell?

**Goldingay:** I don't sell food. The food cart is going to be the food seller to the operation. We are in agreement with 18 different food carts.

**Fish:** So are you saying that there'll just be a separate food cart that sells alcohol?

**Goldingay:** Yes.

**Fish:** So that's the only thing you'll sell, beer and wine, through this particular food cart?

**Goldingay:** Correct.

**Fish:** I see, that's why you're only seeking one license.

**Goldingay:** One license.

**Fish:** Because you'll in effect be serving all of the customers at this location?

**Goldingay:** Yes.

**Fish:** How long have you operated a food cart at that location?

**Goldingay:** I don't operate a food cart. I own the food cart pod and I have -- i've run another food cart -- I run two food cart pods.

**Fish:** I see. So is it fair – so it sounds -- the way you describe it, it almost sounds like a beer court.

**Goldingay:** A beer garden is a --

**Fish:** A beer garden.

**Goldingay:** A beer garden is a good description.

**Fish:** And you're seeking to get a license so that you can sell alcohol which would then be available to the customers of all the other establishments that serve food?

**Goldingay:** Correct.

**Fish:** And so that's actually a twist – that's a different twist than I think we were thinking about, where a food cart would be selling alcohol. This would be having a dedicated -- this is a -- almost like a mobile bar. Staff looked into a food cart.

**Goldingay:** Actually, not a mobile bar. It's not allowed to move. The license restricts it to this location.

**Fish:** Where have you previously sold alcohol with a temporary license?

**Goldingay:** I've sold alcohol at the John Palmer house, and at Cartlandia.

**Fish:** And how were you able to do that at Cartlandia?

**Goldingay:** We were allowed to get temporary permits, we were limited while you're under application, you're only allowed to have seven daily permits, while you're under application for a license so you -

**Fish:** My last question, we appreciate, Sir your willingness to engage these, because we're trying to learn as much as we can.

**Goldingay:** Yeah.

**Fish:** So I want to be clear that you said that you intend to operate 12:00 to 10:00, but is it fair to say that the license would allow you to operate from 7:00 a.m. to midnight if you chose?

**Goldingay:** Yes.

**Fish:** Thank you.

**Leonard:** So I have just a couple of observations that you're free to respond to. I'm very familiar with the area that you're going to seek a license for. I actually live east of that area and regularly commute on the Springwater corridor.

**Goldingay:** Great.

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**Leonard:** And if I don't commute by bike, I drive often east of that area and I'm often sitting at the light at 82nd and Flavel, so I'm very familiar with the area.

**Goldingay:** Flavel, yes, that's a few blocks away.

**Leonard:** I'm not a demographer and I'm not a crime statistician. But I would guess that if I asked a demographer or a crime statistician, you picked ground zero of probably the highest crime rate in Portland and the lowest income level and the highest poverty rate in the city to have a beer garden and that the homes that surround that area. So I drive down there often to get if a package gets delivered to my house by the united states postal service and i'm not home, it ends up at the –

**Goldingay:** You go to our neighbor right there, yeah?

**Leonard:** I go across the street, right there, so i'm intimately familiar with not only the neighborhood but the dynamics of the neighborhood and I will tell you I don't let my wife go pick up the package, I pick up the package. I'm just making an observation. Under the category of be careful what you ask for, you might get it, I would say to you that -- that -- that food carts in and of themselves have created their own dynamic in the business community that you're intimately familiar with --

**Goldingay:** Yes.

**Leonard:** You versus brick-and-mortar establishments. We have come down where we have just tried to make sure that they're operating legal, first under my work at bds and now commissioner Saltzman and try to find this fine line so you can do what it is that you originally intended to do, which is to sell good food very inexpensively and we're all trying to have that happen. If you add alcohol to the mix, it is a matter of time before some state legislator or some very focused member of city council figures out a way to shut you down. And if you're asking me for advice before you did this, I would say really think hard about what you're doing and i'd especially think hard about where you're trying to do it at. Because I don't think you appreciate what you're about to unleash if you're successful and you're free to --

**Goldingay:** May I respond?

**Leonard:** -- absolutely.

**Goldingay:** Ok, I mentioned the John Palmer house. We purchased at Mississippi, in 2002, I did not undertake this location lightly. The key to this location was the Springwater Corridor bike trail.

**Leonard:** Uh-huh.

**Goldingay:** It's - we have 300 or 400 foot of frontage on this. We understand very clearly the issues that we are dealing with, because we have already done this.

**Leonard:** Prostitution, drug use, right --

**Goldingay:** Absolutely --

**Leonard:** Right where you're at.

**Goldingay:** I just got out of court testifying against --

**Leonard:** Hopefully, not as a defendant?

**Goldingay:** No, as a witness. [laughter] so we have -- we have very great deal of experience. If you take a look at Mississippi we have been there for over 10 years. So we were there when that neighborhood --

**Leonard:** I grew up there, I know exactly --

**Goldingay:** So you're familiar with both of these locations?

**Leonard:** Absolutely.

**Goldingay:** We were there when that neighborhood --

**Leonard:** I seem to be attracted to neighborhoods like --

**Goldingay:** Well I guess I do too. We both like the challenge. [laughter] and I understood very much the issues that we're dealing with there on the Springwater Corridor. That particular intersection has been an area where bicyclists fear to tread, basically.

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**Leonard:** Absolutely.

**Goldingay:** And we have changed that in the year that we have been there. And if you go by there and if you ask, the bike community, they will tell you that we are a destination, for them. They have now got a place to bring their families. You ask people in your neighborhood if they come over to cartlandia, we have testimony from lents, from Brentwood Darlington, saying how good we've been for the neighborhood. The d.a., the parks department. We took over that 400-foot stretch of the corridor, we maintain it, we trim the trees. We cleared the hiding places for the homeless.

**Leonard:** And I appreciate that. And I appreciate also your motivation. I think you're as you represent to us what it is you're trying to do, you -- you're doing it with the best of intention. What I'm suggesting to you, with the best of intentions, when you add alcohol to the mix anywhere, and I don't care if it's ground zero for drug dealing or prostitution or if it's in the west hills, when you mix alcohol in, things change and occur beyond your control particularly when you're doing it in a place without walls or ceilings. That's all I'm suggesting and I'm sure you've had that experience.

**Goldingay:** And that is actually an advantage to not have walls, because you're under observation from the general public. One of the first things I did at cartlandia was to take out the privacy screening in the lattice work so that not only could people see in to see what we were doing, but we could see out to see what was going on in the neighborhood. And that makes a difference; it puts eyes on the street. Particularly on the springwater corridor, which is a huge asset to the city of Portland and you know, it was taken over by -- by partiers, alcohol consuming and drug-consuming partiers who were living on this particular piece of property. So what we have done, and believe me, I have very clear understanding of what we're dealing with and how to manage this, the people who are going to manage this operation for me, have over 20 years of experience selling alcohol, running a very successful club in southwest Portland. We do not go in there --

**Goldingay:** Oh, yes, I have another request. I found out when I went to testify in this court case, that the city of Portland has an exclusionary zone. Should have brought some water, sorry.

**Leonard:** We can get you some water. Somebody in my office will get it.

**Goldingay:** They have a exclusionary zone and anybody who is convicted of prostitution or drug crimes is excluded from this zone. Well that zone ends at crystal springs boulevard which is where the post office is that you won't allow your wife to go. It's also right next to the springwater corridor bike trail, so you have enabled -- this is like you push things to the edge of your property, or your, you know you push things out you relocate problems, well you've relocated them right onto the springwater corridor and that's probably one of the reasons you don't allow your wife to go to the post office.

**Adams:** So I need to thank you for your response. We've got a few more questions from council, starting with commissioner Fish.

**Fish:** I'll be very brief. Sir, you mentioned you have letters from community groups and bureaus, I assume you're not saying those are letters of support for your liquor license application, they are simply attesting to you being a good neighbor, is that correct?

**Goldingay:** Yes. And, well actually we did receive one from the land use chair of the brentwood darlington neighborhood, which I just forwarded probably yes -- last evening to you --

**Fish:** This -- by the way, this is the service we usually expect from the water bureau. [laughter] From the chief of staff to the director and you won't be charged for either sir.

**Goldingay:** I've gotta tell ya, if I could just address that comment because --

**Leonard:** Please don't. [laughter]

**Goldingay:** My water bill after last --

**Adams:** Stay with the topic. [laughter]

**Fish:** My second, allow me just to --

**Adams:** Testimony has to stay with the topic for discussion.

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**Fish:** I didn't mean to open that door Randy. There's another issue though that I just would like to get your thoughts on. One of the concerns we hear from the bricks-and-mortar restaurants, is that they don't feel it's a level playing field, currently. For example, they're required to have a restroom facility and other kinds of accommodations and as we know, most food carts and food court pods don't have as a routine matter restroom facilities. When the city permits events where alcohol is served, we require that there be port-a-potties and other things and if you've gone to any number of them at say director park or down at the waterfront, there's a place where people can relieve themselves, which frequently happens when they consume a lot of alcohol. So particularly because you back up against a sensitive natural area, do you intend to have publicly accessible restrooms as part of your complex?

**Goldingay:** Oh absolutely. And I think this is something that the city does not enforce in the food cart industry. The access to, you know, bathroom facilities. We've always put bathroom facilities, where we have them at mississippi marketplace, we also have access to an indoor bathroom there. We have four bathrooms on this location, indoors in two buildings. And I don't understand why the city does not enforce this -- these rules. The food carts are pretty strictly --

**Adams:** I need to move us on, so you will be providing bath rooms. Commissioner Fritz.

**Fritz:** I just, I know that dr. otis is also the co-owner and that you have some testimony as well so I want to get to that. And I want to clarify that my concern and my reason for putting this resolution forward is not connected to cartlandia at all. And in fact, if we do get to having rules from the OLCC I would imagine that many of the things that you've would be asked to do by them would be in those rules, the concern is that those are guidelines and that they're not enforceable because they're guidelines. So, I just want to make that clear, that with this hearing it's not about whether Cartlandia should have a liquor license. It's about, should we have rules that are set for the whole city and should we have that public discussion before we move ahead with one establishment, who - I appreciate the work that you have done to put together what looks like a really good plan to me. I want to make sure that we can require other owners to do that because once one has been permitted, that sets precedent and then we could have significant problems. So I just wanted to clarify that.

**Adams:** So dr. Otis.

**Dr. Carol I. Otis:** Yes my name is dr. Carol otis, I'm a medical doctor and one of my foremost concerns is public health, public safety and liveability. I would invite all of you to come visit cartlandia and a I have a dollar off coupon here that i'm pleased to give you, so that you can come see our operation. My husband and I have taken on some very very difficult projects in the last six years, in part because we believe in Portland, we took on mississippi marketplace when it was the center focus ground zero at that for prostitution and drug use and our marriage survived that. We did build mississippi marketplace, it has become, actually a community gathering place where families and people come to enjoy the day, we also give back to the community and we have worked very closely hand in hand with oni, with graffiti abatement, with Portland parks to help to rebuild many of the elements in mississippi, including a park and traffic signal. We went ahead with the southeast 82nd, knowing it was a huge challenge and we have turned a boarded up, foreclosed barbed wire enclosed parking lot into a community gathering place for families that is safe. We have tried, my husband was in court because of standing up to some of the criminal elements, not as a customer. And we were able to work with the d.a. and the police to help those people who are there illegally move on to another location, find other services and try to make the springwater corridor bike corridor trail a family-friendly location and destination. What we are trying to do is really enhance the businesses that are out there. These are 18 small businesses that reflect the dreamers of Portland. These are 18 people who during a recession tried a vision to start a small food court and a small food cart so that they could try to make a living. It's desperate times out there for people and we have tried to provide small businesses with an opportunity to succeed and we have tried to change the neighborhood that we are in by doing that. I do ask you to come

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out and look at cartlandia. As a physician, I believe in setting standards very high, particularly when it comes to public health and safety. We have hit very high standards in what we did at mississippi marketplace. It cost us a great deal of our own money to hit those standards and we would love to see those standards enforced across the city. We have hit very high standards at cartlandia and we hope that we will continue to set the precedent and the high standards for whatever we do in the future. So thank you very much. And I'll give you your coupon.

**Adams:** I have a question -- no you --

**Otis:** I can't give you the coupon?

**Adams:** Actually, I don't think it's appropriate, but I appreciate the sentiment. Others can. So you don't have a liquor license at the mississippi marketplace that's by Prost?

**Otis:** Mississippi marketplace, actually we own the property that is Prost, and we rehabbed that, it was - I'd be glad to share the DVD -- we do not own the liquor license there.

**Adams:** My question, the liquor license is owned and managed by prost.

**Otis:** By Prost, yes.

**Adams:** The mississippi marketplace where there is alcohol available and i've been there, great, you've done a fantastic job there.

**Otis:** Thank you.

**Adams:** The license is actually held by not a food cart, but prost?

**Otis:** Correct.

**Adams:** Okay. And I just want to underscore that this is not about your specific request. It - when we met with olcc, this does set a precedence and i'd like, sort of your reaction as a Portlander to what commissioner Fritz just said, and that is, you're on the verge of getting a license based on guidelines that are not enforceable and that therefore sets a precedence for other license requests across the city. As someone who, in your email to me said, you care about public health and you care about families, I want to give you a chance to respond to you're asking -- seem to be asking for a decision on your own situation that will set a precedence across the city that will have guidelines in place that actually are not enforceable. Do you think that's the responsible thing to do for the city council to support that particular approach?

**Otis:** We find the guidelines are very strict and they are class one --

**Adams:** But they're not enforceable.

**Otis:** They're enforceable by olcc who will come and take our license away and will take away the license of the servers.

**Adams:** I will tell you as police -- fair enough - I'll tell you as police commissioner, that's inadequate. I will tell you as police commissioner, we had to work really hard to get 915 shut down and that was three blocks from city hall two winters ago when we had a security guard murdered on the sidewalk in front of the establishment because that establishment was not acting responsibly and that was under tougher guidelines, that was under tougher rules than would now be set as a precedence if yours is approved with guidelines only.

**Otis:** We are looking to doing something that's similar to saturday market, where you can come and get a beer from a Rogue beer cart, in a controlled area. We are not serving to a late-night party crowd, we're serving to people who --

**Adams:** I'm asking you --

**Otis:** come over with their bike and it will be enforced by OLCC and our selves.

**Adams:** I'm asking you about the city wide precedent Dr. You said you care about public health and I just, I want -- you have not, respectfully you have not answered my question be --

**Otis:** Set the standards very high and -- and look at enforcing them at a very high level. We welcome standards, we welcome being the --

**Adams:** You welcome the toughest standards?

**Otis:** The toughest standards.



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**Adams:** All right. Those are not guidelines.

**Goldingay:** If I may just chip in a little bit there. The - in conjunction, not only with the olcc rules and regulations, and the list of -- and the control plan, which has certain --

**Adams:** Sir, i'm asking you about citywide implications. I trust that you have done everything you possibly can. You mention you have a fence around your place --

**Goldingay:** I would like to say that the city has not done everything it can to monitor and control the growth of the food cart industry. And if you look closely at the olcc regulations, the reason they have picked us as their front person is that there's a very specific situation that we have done that we have conformed to all of the city regulations. Which maybe 90% of the food cart industry is not. So if you look closely at what the -- what the olcc has done --

**Adams:** You're suggesting we shut down 90% of the 269 food carts?

**Goldingay:** No I'm suggesting that you --

**Adams:** 696.

**Goldingay:** I think you make them conform to your existing rules and regulations that are --

**Adams:** Okay, thank you both --

**Fish:** Mayor, could I just -- And I appreciate this dialogue. Dr. Otis, so we framed a concern which is, we're setting a precedent in one part of the city that would apply citywide, fair enough.

And I take you -- I mean I -- you make a compelling point that you want the highest possible

guidelines and I believe you in good faith believe that the state authority will enforce the law properly. It's not always been our experience, but that certainly would be our best hope. But let's

take the harder case. Let's take the neighborhood in which you live, which is south waterfront.

Now there are currently lots of vacant parcels of land in south waterfront. There would be nothing under these guidelines, I guess, to prevent one of those landowners, who is waiting for the economy to turn, to turn a quarter or half acre site into a food cart pod. And it's a very attractive place, we're about to invest a lot of money in the new greenway and so it's connected to the, hopefully some day to the 40-mile loop and it a -- we've made significant investments in that area. I'm just curious, as a resident of south waterfront, how you would feel is across from where you live, a food cart pod was allowed to operate selling liquor from breakfast until midnight and how you think your neighbors would view that as a -- as an addition to the neighborhood?

**Otis:** Well I believe in setting standards, not necessarily precedents and I would welcome the vibrancy of the food cart culture to south waterfront. We do need something like that and something that is up to standards, it would be as I said, very similar to the saturday market when you come and have a beer. So I would welcome the vacant land becoming more vibrant more part of Portland. We have in Portland a unique ability to lead the world and be famous for our street food and I would look at the city council encouraging street food and food carts and to set standards so that they are --

**Adams:** We do, we're recognized nationally as -- but you're concerned that we've done that inappropriately, 90% of them are out of compliance. I want to just a -- I want to make sure that i've asked the question clearly and that you've had a chance to respond to it and then we're going to move on and I do appreciate -- I do absolutely think your intentions are good and I think you've done some great work. But I just sense a lack of understanding that this sets a new low bar city wide. Guidelines as opposed to rules are not enforceable by our staff and cannot be enforced by the police bureau and you said, doctor that you want high tough rules, but guidelines are not highest toughest rules. So I'd like you to respond to that disparity and distinction in your own comments.

**Otis:** Our experience at dealing with olcc, is they have very tough monitoring they come in undercover they watch people we know that the training that alcohol servers go through --

**Adams:** They are understaffed ma'am and they'll be the first to tell you. Thank you.

**Leonard:** I just want to -- I'm sorry, I don't mean to keep on to this, but I wanted to be real clear about my observation. I do think it's wonderful that you've opened up the pod where you have on

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82nd, I'm not at all critical of that, I think your stated goal of having a place for families to come in that neighborhood is a wonderful, being a person that's there a lot. Because there's not enough opportunities for families in that neighborhood to find inexpensive places to eat for them and their family, that is a wonderful thing and I applaud you for it. And I would go out of my way to help you succeed at that. But it's been my – so I want to – because this whole discussion is getting interwoven between food carts and alcohol and there's two separate issues. So a food cart venue where your attracting neighbors that otherwise might not have good alternatives to have good healthy food is wonderful, and I applaud you for that. What I'm – my only concern is first of all your license is from 7:00 a.m. to midnight Saturday market isn't that. Saturday market's located in a public space where there isn't housing next door, and attracts a different demographic. That particular area, I think you have to understand, is going to attract some of the people that you have testified against, and you can't keep people out who want to come in and buy food. I mean, they get to come in and buy food. And I'm just suggesting to you it's only that element, not anything else about what you're doing that raises concerns for me. Other than that, I applaud what you're doing. I appreciate what you're doing and would help you any way I could. I just think the addition of the alcohol is a volatile mix particular in that demographic. And you're free to respond to that.

**Goldingay:** I agree with you that alcohol is a serious issue in the neighborhood. There's plenty of alcohol available in that area, and it's available at a very inexpensive rate. And we do monitor very closely our patrons. And we - amongst the food cart owners, we had a very strong discussion about this issue about who do you let in, and basically our - my decision as the landlord and the property owner was that we monitor people on their behavior and not on their appearance.

**Leonard:** And I don't question your motives and your goals. I think you're trying to do the right thing.

**Goldingay:** And you know it's not so much what we are doing. It's dealing with the neighborhood. And the – it's -- you're right, there's huge issues around the consumption of alcohol, and they are citywide. And where that murder was, it was not a food cart. It was just a brick-and-mortar situation. At Mississippi, we have a liquor license on the property, and there are issues behind having a liquor license. I've heard that from the neighborhood and I've encouraged the neighborhood to take their complaints to the city if they have them. And this is one of the reasons I want to have the liquor license on cartlandia so I can control it, it'd be -- I'm the one responsible.

**Leonard:** Thank you.

**Adams:** Thank you both very much. Appreciate the opportunity to dialogue with you. Hi.

**Veronica Rinard:** Good morning Mayor and Commissioners. Thank you for the opportunity to speak with you today. I am Veronica Rinard with travel Portland. We at travel Portland believe that the food carts are a valuable addition to our city's culinary scene and as has been mentioned, have brought a lot of positive p.r. to our city. However, we do share the concerns about granting liquor licenses to food carts without the benefit of formal rule making to establish enforceable rules to address the problems that could arise. As has been mentioned also today, alcohol sales have the potential for creating livability issues caused by a few irresponsible people. It is important for our industry that the city feel safe and welcoming for visitors as well as for residents. We believe creating enforceable rules around a new source of alcohol sales is the responsible approach and we support this resolution. We also believe it is important for the Oregon street food association to be included in the rule making process. Thank you.

**Adams:** Thank you very much. Hi, welcome.

**Lisa Frisch:** Good morning Mayor and Commissioners. My name is Lisa Frisch. I'm the downtown retail development manager for the downtown clean and safe district. I'm here today on behalf of the downtown clean and safe district to support the resolution before you to authorize the city's office of neighborhood involvement and the Portland police bureau to ask the Oregon liquor control commission to initiate rule making on liquor licenses for food carts. We appreciate the role that

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food carts play as part of Portland's food culture and as an amenity to downtown workers and visitors and as a new class of small businesses that make our city unique. Despite the positive feelings we all have about food carts, there's a lot of potential for liability and public safety issues when it comes to selling alcoholic beverages either in a bricks-and-mortar establishment or at a food cart. Given that we just went through a long and thoughtful process of recommending downtown be designated as an alcohol impact area, to minimize problems associated with alcohol consumption in public, rushing to distribute liquor licenses to a new class of operators with only vague and unenforceable best practices is a grave concern of ours. The unintended consequences and negative impacts on neighboring businesses, the community at large demand that olcc step back and study this issue further. The downtown clean and safe district is not supportive of allowing food carts to sell alcoholic beverages with either on- or off-premise licenses at this time. Given the multiple ownerships, difficulty in establishing responsibility for consumption monitoring and enforcement, difficulty in defining and maintaining designated areas for alcohol consumption, proximity to other businesses, we don't believe there's a workable enforcement mechanism to address the inevitable issues that additional liquor outlets in downtown would generate at least under the best practices that olcc has proposed. While we currently oppose allowing downtown food carts to sell alcoholic beverages under annual licenses, we encourage the city to further explore this issue and work with the olcc to establish clear guidelines for enforcement through a rule-making process with community stakeholders. Thank you.

**Adams:** Thank you all very much. Appreciate it. The next four? Hi welcome. Glad you're here.

**Marty Knight:** Hi. Thank you so much. My name is marty knight. My husband and I have a food cart there. It's called the rock house grill. I can understand the city's concern over wanting guidelines and stuff for the food carts selling alcohol. My perspective of it, what i've seen, I share your concerns as well. There's a lot of food carts out there that are very independent. You can see them all downtown. They have really no rights to be selling alcohol, because they're street vendors. There's a difference in a street vendor with a food cart in comparison to someone that has a lot that is totally fenced in. I think it's probably eight feet, six, eight feet. And they have control of the whole situation there. If you're going to do guidelines, then you're going to have to have separate guidelines, my feelings about it is, because personally I don't think that the olcc should issue standing carts alone on the street, like vendors. But if you've got an area such as an acre of land that is fenced in, then you can control that situation better. So if you're going to, then you're going to have to separate it. There's two distinguishing facts there as far as allowing people to sell alcohol on a street and just walk around with it. This is totally different, this situation. My husband's very involved in the cart, our cart and all the other carts there. He's kind of like roger's assistant. When I -- this is only my -- i've been in Portland three and half years. I moved here from southern Oregon. And we used to drive down 82nd all the time going to the malls and things, and my husband would point out, this is -- see all the prostitutes there? This whole area is cleaned up since then, and I would not be afraid to walk that street at 2:00 in the morning. That pod there is so secure with those carts that we've not even had any vandalism there. There's no people sleeping there anymore. It's totally cleaned up. So it's kind of hard for -- the way I look at it is you guys sit up there, you need to get out and go down and look at it. You need to know what you're talking about. I'm sure you've walked downtown and all of you have seen the separate carts there, just freestanding carts. You need to go look at --

**Fish:** This is our chance to learn more about this. And I just have three quick questions if I could. The first is what kind of food do you and your husband sell?

**Knight:** We sell deli sandwiches, all kinds of hamburgers. There just -- it's regular food.

**Fish:** Commissioner Leonard, I think, spoke for all of us about the state of the current operation and what has happened by bringing some businesses there, so I hope we can separate out that from the

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liquor issue, and I think you eloquently made the case. Why is the sale of liquor on that site important to your business?

**Knight:** Well --

**Fish:** And how does it benefit your own operation?

**Knight:** Because the type of sandwiches and stuff that we sell and burritos and that -- and of course there's mexican food there, too -- people have asked if we can -- if we sell beer, and we tell them no. And we've been doing this since we opened our cart there last august. And the permits that he has gotten -- roger has -- where alcohol has been served at special events, it went very well. There was no problems.

**Fish:** So your -- the people that purchase food at your cart have said they would like the option of being able to buy alcohol.

**Knight:** Uh huh with their lunch or their dinner.

**Fish:** Right. And under the arrangement that you have with mr. Otis, do you share in any of the proceeds from the sale of alcohol?

**Knight:** No. No.

**Fish:** So it would just -- so --

**Knight:** We won't be selling it out of our own cart.

**Fish:** And you won't be getting any of the benefit other than having your customers having the option to have another food option or option while they're eating.

**Knight:** Mm-hmm.

**Fish:** Thank you for your patience in coming out today and testifying.

**Knight:** Thank you for listening. I appreciate it.

**Adams:** Thanks for your testimony. MaryAnn?

**MaryAnn Schwab:** Thank you. I'm maryann schwab, sunnyside neighborhood advocate. Due to lack of timing with the 30-day notification, we could not submit a letter officially from sunnyside or the 20 neighborhoods with southeast uplift. The good news is southeast uplift did have a street fair last year. We did have a partial permit. It was well controlled because we had many volunteers look the area. It was roped off. My concern with these pods is that they would need a six-foot fence. It's very easy to jump a rope or a three-foot fence. So I question that, and I also question bds's role in this with these non-conforming zoning uses on these vacant lots. I really understand the budget cuts and the limited resources we have to even enforce these issues. You are correct, mayor, there is no enforcement to guidelines. We have to go to salem. And as I mentioned with the budget review with commissioner Fish when I was at Multnomah county, I said, need I remind you we are a beer industry and here he is with a number 4 budget cut closing rest rooms and parks? Put that out front. We talk about sustainability and clean neighborhoods, address the carts.

**Adams:** I need you to stay on topic.

**Schwab:** I am addressing the carts, would you please look in the packet that I passed to you? You need a baseline to understand where the neighborhoods are coming from. We have a good article in the sunnyside newsletter. And please note we have 17 outlets in a two-block area, and we've added five food carts. I am very concerned that the employers of city of Portland, the Portland business alliance and everyone have clean and sober employees as they go back to work after lunch. It's that simple. Why run out and get a beer or get a cocktail or whatever and then plan to go back to work? I think that's a waste of energy for the employer. So let me continue. Multnomah county, I wasn't sure how that would fit in. If glasses were used, my assumption would be that these pods would have to have hot dishwashers. Also the existing carts need some sort of hand and cooking utensil washing ability. But other than basic food safety issues for restaurants, bars and carts, the county have no authority over selling alcoholic beverages in the city. The state has that authority. And you reminded us of that here. I am here today trying to connect the dots to work with you as we move forward on these business carts. They're not safe. I've already mentioned southeast uplift.

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We have several carts on 12th and hawthorne. They're all over. They're popping up like mushrooms much like back in 1988 when we had convenience stores popping up on every gas station lot, and we put a convenience store task force. That is your model to your good neighbor agreement. Anytime olcc and neighborhoods and cities get together, that is your baseline, trying to keep communication lines open. But it's worthless, because according to olcc regulations, if you don't have a felon and you sign a good neighbor agreement, the olcc commissioners must give that application. You are right, mayor. We don't need guidelines here. We need to tighten this up tight. Thank you.

**Adams:** Well, a question for you MaryAnn. I was reminded that there are 3000 existing liquor licenses in the city of Portland --

**Schwab:** Correct.

**Adams:** and that's just in the city, as I understand, and there are six inspectors for the region.

**Schwab:** And they all know who they are. They're not undercover. That's a joke.

**Adams:** Do you think that, on the best day, when all the inspectors for the region are working in the city of Portland to monitor 3,000 liquor licenses with the potential addition of food carts, do you think that six inspectors is an adequate number?

**Schwab:** No, it is not. But again with budget cuts, the state cut olcc employees as well. We're all in this cut mode. We can't do it without people. The BDS zoning this is your answer. It's your comp plan, it's your Portland plan. I've addressed this issue with Matt Wickstrom asking that we address it --

**Adams:** We're going through the comp plan review right now.

**Schwab:** Right, and this is one of your points. Your beer tax, by the way, they said they don't share in the profit? Well who'd want to share it? It's a penny a pint.

**Adams:** Thank you.

**Schwab:** Thank you.

**Adams:** That's slightly off topic.

**Schwab:** Not really.

**Adams:** It is.

**Schwab:** Thank you.

**Adams:** Alright, Unless there's additional council discussion or questions --

**\*\*\*\*\*:** Actually I would like to make one additional comment.

**Adams:** Yeah, did you sign -- come on up. Is there anyone else want to testify before we move to vote? You all have three minutes. You give us your name if you're representing or a lobbyist for someone else you have to declare that as well.

**Alan Norris:** Well you're very kind. My name is alan Norris. I actually own a food cart in the pod at Cartlandia.

**Adams:** Have a seat.

**Norris:** Thank you so much. This is not my forum that i'm used to, but I just became -- I built a food cart recently, and I brought it out to cartlandia. I chose that particular pod, I know that's one of the things that's in consideration here, because it seemed very safe, seemed very family-friendly. I know roger goldingay. He seems to a very respectful man. What they're talking about here is not saying the basic food cart that's on the streets of Portland saying, ok, here's a beer, go take it. This is a responsible pod that's going to have a restricted area. And I understand that there's concerns about alcohol. Of course there are, in any community. But we do acknowledge that there are places that sell alcohol throughout the communities in the city. Of the places that sell alcohol, I can think of none that would be more beneficial than one that has a variety of foods from many cultures, it embraces diversity that is representative of Portland. It actually -- they've been shown that food carts actually attract tourism. One that is run responsibly, I think, would be an asset to the city as opposed to any kind of detriment. Now I understand that you're concerned about the big picture of

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many pods in many different places but, in this specific instance, I think that the olcc has very specific rules about what you have to do and what you're allowed to do and what you have to have in place so that there are safeguards. I'm not saying the city doesn't have some concerns about this.

But in this particular instance, I can tell you that I know the other cart owners here. They are very respectful people. There were concerns about hand washing and stuff. We meet the strict requirements. In fact my cart got 100% on a review just recently. And they do come unannounced, by the way, when they check out to see if you're safe to serve food etcetera. I know that there are rules that say that you have to serve food when you serve alcohol. Well, we serve a lot of different food. And that's I think the emphasis you need to see here. This is -- food establishment sells many different types of food that will also add alcohol as opposed to a bar that sells alcohol that just has a food establishment only because it's required by olcc and only the bare minimum. I don't have a whole lot else to add except I can vouch for the character of the people that are there, the responsibility that they take very seriously, and that I have been honored to be a part of this.

**Adams:** And again, I think that from everything I know, the work of the owners and the food cart folks at this pod are fantastic. And you can ask the bureau of tourism, I've been a big proponent of food carts in Portland. The separate issue is alcohol. And so I'll ask you the similar question so we hear both sides of both answers, both sides of the issue. There are already 3000 liquor licenses in the city of Portland. There are six people, six inspectors, who are responsible in olcc for inspections for the region. Do you think that's an adequate number of inspectors given the number of licenses in the city?

**Norris:** I wouldn't be in a position to answer that in a great knowing way. I mean, the objective answer would seem to be, gosh, that doesn't seem to be very many. At the same time, I don't know how often they go around or what they do. I don't know their job. However I would say that knowing that there are a lot of liquor licenses, knowing that at some point in history somebody's going to get another liquor license in the city -- it's going to happen at some point -- i'd say of the places that you could give a liquor license to, this seems to be the most responsible. It's open air. It's not a dingy bar. It's an open-air cart place which has all the protections. And under that circumstance if you're never going to give another liquor license, i'd say, I understand your point of view. But if you are, this seems to be the one you'd want.

**Adams:** Thank you sir, I appreciate it.

**Norris:** Thank you, your honor.

**Fritz:** Just to clarify, we don't get to issue liquor licenses.

**Norris:** I understand.

**Fritz:** That's the challenge. This isn't a hearing about this particular proposal. It's whether there should be rules because this is what the olcc is considering. The cartlandia proposal is like this one, but they're also considering allowing all these others to sell food --

**Norris:** Oh and I completely understand your concern --

**Fritz:** -- to sell alcohol.

**Norris:** as a commissioner, and i'm entirely sympathetic. I think that what we're talking about is the olcc rules that prohibit people from taking things right on the street. In fact Carlandia has the bike path right there and they have guarded intersection going across the street. I mean, if there's a safer place, I don't know of one.

**Fritz:** And I think you -- I appreciate you all coming in to testify and the proposal that cartlandia has put forward seems like one that, when the rules are in place, would be likely to be approved because you have thought through all of the issues. The concern is let's have rules in place so that when there are less Portland conscious folks wanting to sell that it doesn't, we don't let the whole --

**Norris:** Oh I understand.

**Fritz:** that we don't go too far before we have rules.

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**Norris:** I understand that. And at the same time, at this point, the rules that are there, I think cartlandia is playing by to the very utmost that they can. And I thank you, and I appreciate your concerns.

**Fritz:** Thank you.

**Adams:** Thank you sir. Alright, please call the vote.

**Fritz:** Well thank you for this discussion, and thank you for theresa marchetti, who is the entirety of our alcohol/liquor control staff in the office of neighborhood involvement and does an amazing job on the 3000 licenses that we have. Portlanders love food carts, and I support the small businesses that operate the 696 food carts that we have in Portland. We definitely want to see those businesses continue to flourish. And yet the mayor is the commissioner in charge of police and I as the commissioner in charge of the office neighborhood involvement are very aware of the many, many problems that can arise with liquor-selling establishments in neighborhoods. Alcohol service without clear and enforceable standards and parameters has a negative impact on the surrounding community if safeguards are not in place. And as theresa Marchetti said, it can take years to get a misbehaving establishment shut down, in fact it's almost impossible, because what the olcc says is that they can't even temporarily suspend a license. That in order to temporarily suspend a license, they have to be able to prove that the business should never have the license again. So there's a lot of tortured rules at the state level which the city doesn't have the power to control. And I thank the olcc's Steve Pharo executive director and Cassandra SkinnerLopata who met with the Mayor and me on monday and were willing to take a step back and look at this issue. Because we and chief reese certainly let them know about our concerns for our communities, for our neighborhoods. And we're talking all 95 neighborhoods with this kind of an approach. Although the carts have to be stationary when they're selling the alcohol, they can move around. That's the very nature of carts is that they are carts. So food pods and individual food carts have a different set of challenges to overcome, with regards to alcohol service, potential safety risks and livability impacts are significant. And the OLCC has these best practices and guidelines, but they are not standards, they are not enforceable, and they don't apply routinely to everyone. One thing that we're always hearing from developers and businesses is we want the rules to be clear and we want them to apply to everyone. So I want that rule making process to occur, and that's why I put this item on the council agenda. Certainly thank Cartlandia for your commitment to our community and for the services you're providing at 82nd. And we need to look at the whole of the Portland community and how it will be affected. The state considers that alcohol licenses are a right, not a privilege, and we need to understand that that is the dynamic, that they almost never say no to new licenses being approved and they almost never take licenses away from existing establishments. So that's the reality that I face in looking at how do we best support our food carts while at the same time respecting and acknowledging that adding alcohol sales potentially to 696 businesses is a significant impact on public safety and neighborhood livability in Portland. That's why i'm asking my colleagues to support this resolution. And there will be public process after this. This is the beginning. And I put it on the council agenda so that everybody would know that we're going to be starting this process of asking for rules and including the public, including the service industry as well as neighbors, businesses, everybody is welcome to participate in this rule making with the olcc should we be successful in getting them to do it. I appreciate this discussion and the mayor's support. And it's important that this process be done right, because once we start down a path, it's very difficult to go back in a different direction. Aye.

\*\*\*\*\*: Excuse me, I --

**Adams:** There's no, no you had your opportunity.

**Fish:** Let me begin by thanking commissioner Fritz and the mayor for bringing this important matter forward. I think this has been a very useful and informative discussion, and I particularly appreciate that some of the folks who came here today to testify against the resolution I think made

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some of the more persuasive cases for why this resolution should be adopted. And let me cite one example. Apparently the attorney general has issued an opinion that states that bricks and mortar restaurants and food carts are almost indistinguishable when it comes to regulating alcohol consumption. Now, a number of people have testified and said that they did not believe that all 696 food carts ought to get a license, and I think we in this room could draw distinctions, and I think we could make reasonable distinctions. The difficulty is the olcc has not made those distinctions. And so because there is no clarity on that point, the question before us is do we allow this to be done on a case-by-case basis and leave it to the hope and goodwill of a state licensing agency or do we try to have uniform rules that apply to everybody in every neighborhood and everybody who qualifies as a food cart? We have an obligation to protect the health safety and welfare of the citizens of this community. As a general matter we don't do that as an ad hoc basis when there is a mechanism available to do rule making which gives us clarity and uniformity across the city. And that is what this resolution calls for, and that's why I strongly support it. Now, you know, I don't think cartlandia probably is ever going to get this much press. This is the equivalent of probably the Clint Eastwood ad on the Super Bowl, and you'll be in all the stories tomorrow, but let's be clear. What the council is saying today, I think, in this vote is that, once uniform rules are established, if you qualify and you live up to the high standards that you have stated here before us, then we all wish you well and hope you're a big success. It is not about you, though. It is not about Cartlandia. It is about other operators it's about the 695 other places that have food carts. I think this city has an obligation to make sure there's uniformity. We have not always had the best experience with the folks who enforce this law, and it is enormously frustrating for this city that some of the most important things that our constituents care about we are prohibited from regulating, and this is an area of great contention with the city and communities around the state. So, to me, it seems like a very reasonable and responsible thing to do to set the rules first before you start experimenting, and it is no reflection on Cartlandia that I take this – that I have come to this conclusion, and I thank my colleagues for bringing this important matter forward. Aye.

**Saltzman:** Well I fully support the resolution in as much as it calls for the OLCC to do in depth rule making. But as I referenced earlier, I'm not ready to go to a statutory ban on food carts or food pods selling beer and wine. You know, and I know – and I feel that that's the position of maybe some of my colleagues, but I'm not there yet. I think there is an opportunity. There may be a middle ground here. And you know, in a city that celebrates its food carts, its microbreweries, its wines, small businesses, and jobs, which, you know, that's what these are, too. There's at least 696 jobs associated with these food carts, probably more, and there are more people that want to get in this business. And as far as I know, outside of the downtown core, most neighborhoods welcome these food pods. Now you know we have an issue, and they're welcome in the downtown core, and I would shudder to think, if the olcc was going to do rule making, that would allow the food carts to sell beer, wine or whatever after 2:00 a.m. when all the bars in old town shut down, but that's not the case here. Olcc is not going to allow that. So, I you know, while I have concerns about the downtown livability, I do think we ought to encourage some responsible innovation that does support small businesses and jobs and celebrates the strengths of Portland. So I'm not ready to go to the ban which probably wouldn't even be brought up until the 2013 legislative session so, if anything, it's premature to be talking about a ban at this point without giving the olcc the chance to do the responsible rule making. So with all due respect, I vote no.

**Leonard:** Well, it's all well and good to wax poetic about the romanticism of the food carts and Portland and our independent way and microbreweries and locally-grown wine. This food cart, ma'am, I have been to. Maybe you've missed, but I live in that area. Maybe you'll recall, right next to where you're at, there are some fairly new houses that have been built. In one of the most struggling neighborhoods if not the most struggling neighborhood in the Portland metropolitan area, not just Portland, but the Portland metropolitan area. So the people who bought these fairly new



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houses that abut where this food cart pod is, I would imagine, are people that work very, very hard and worked really hard to come up with the down payment on for what was for them their dream house, and I imagine one day they woke up and saw food carts out there and went, great. That can only do nothing but make my neighborhood better. That can only do nothing but provide us with an opportunity, when we're done working all day, to have a nice inexpensive place to get a good meal.

So that's not the issue. Imagine that same couple laying in bed, going -- getting ready to get a good night's sleep to go to work the next morning, and up until midnight there's alcohol being served right next-door. Now, those that wax poetic about how great food carts are, how do you feel about having somebody right next-door with no walls between you and them and people popping down beer till midnight? And then waiting till 7:00 a.m. to show up and start again right next-door to you. Really? No? You need to get out a little more.

**Adams:** Hey hey there's no discussion.

**Leonard:** The real life on the ground dynamic is, the real life on the ground dynamic is, that for those who have the luxury of living miles away from where these places are that are going to be serving alcohol is to observe that they're really cool and really Portland. The people that actually have to live next-door to people that are out drinking till midnight will have an entirely different impression, and it will do nothing but cause them more challenges in a neighborhood that needs all the help it can get. It doesn't need to add alcohol to the mix. Aye.

**Adams:** I think it's -- in closing in describing my vote, I think it's important apparently, based on some discussion from the council dais here, to at least give my observation of the current system of licensing and enforcing liquor laws is broken. For \$200 a year, you get a liquor license. We have 3000 of them, and there are six people under what's under consideration today, under guidelines only, there would be six people for the whole region to enforce those guidelines. And I oppose that. It's easy for me to oppose that. Rule making is different. But with whatever rules they come up with, they have to give us the ability as well to actually be able to enforce them, and there is nothing on the horizon with rule making that is going to give us a reasonable chance to do our job up here to keep the peace. I've seen -- and my judgment on this is informed by seeing too many murders and too many injuries that included alcohol, and that's not the only reason for those crimes, but it didn't help. And the fact that we are unable, state and local, are unable and ill-equipped to enforce what's already there doesn't mean you do more of it. Really, that doesn't make it better. And, dr. Otis, I like your high standards, and that's what i'm sort of basing my vote on on this. I want to thank commissioner Fritz for bringing this forward with me. I want to thank olcc who operates based on the statutes that are given to them by the state legislature and, you know, the Oregon department of justice who opines based on the statutes written by the legislature. And when the Oregon department of justice tells olcc that liquor licenses are a right, not a privilege and that, as commissioner Fish described, there is very little to judge that olcc can do to discern the differences that you've talked about under the law, you've got to take that into consideration. So I appreciate the discussion very much. Theresa, you have an impossible job, and I just want you to know how much I appreciate you doing it, one person for 3000 licenses in the city, is a tough job. So thank you for what you do. Aye. Approved. We'll now move on to a second reading. Can you please read the title and call the vote for item number 133?

**Item 133.**

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

**Adams:** Aye. So approved. We're in recess until 2:00 p.m.

At 11:38 a.m., Council recessed.

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## Closed Caption File of Portland City Council Meeting

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

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

**FEBRUARY 8, 2012                      2:00 PM**

### **Item 134.**

**Adams:** Welcome to the 16th annual recognition, safety recognition awards. We're glad that you're all here. How many are employees of the city of Portland? Ok. For those of you that are family members, some of you, those are awfully young employees over there, but you look great. I love the new outfits. And the maintenance bureau, right? We're really glad you're here. We've had some amazing accomplishments in terms of reducing injuries for the great city work force, and we want to recognize some individual and group efforts to see that happen. We are in addition to the value of obviously preventing injuries on the job, we're also saving the taxpayers money. So we really appreciate the work that you do to serve this great city, and the fact that many of you getting honored today are some of the best of the best in terms -- when it comes to doing it safely. I have this stack here, and each commissioner will read his or her stack, and I think you're going to read commissioner Leonard's stack as well. So if I could have the following people please step forward.

Gary baldwin, marian Gaylord, larry hilderbrand, anne holm, scott karter, thomas lanam, jo anne, [reading names] they're all working to collect more money. The bureau of revenue and, safety and wellness committee meets to identify and respond to potential known hazards in the office environment. Committee accomplishments include the aed/cpr certification training, sponsored training which certified, they sponsor the training that certified 25 employees in the use of cpr and aed. The armed intruder preparation and awareness training in response to news of an attack on an irs office, the committee designed and implemented procedures for responding to an armed intruder in the workplace. Committee members consulted with the police and access add variety of safety materials for guidance. Panic buttons written stalled and wired to activate red flashing lights when pressed. Protection rooms were identified and kick plates were added to reinforce doors. The committee worked to revise and post an updated revenue bureau emergency evacuation plan throughout the bureau. The plan incorporates the following features -- we go into detail so you might -- since these are all considered best practices, so that they're ideas you might take back in your continued work on safety. The plan incorporates evacuates plan identifies and describes the duties of the zone monitors, Evacuation coordinators and exit monitors. Maps each zone within the office, and identifies the location of important emergency features such as fire exits and emergency kits, uses an electronic in out board printed each morning to identify employees in attendance. Thank you, you get the revenue safety committee award for the office of finance. Thank you very much. [applause] next can I have justin buchanan. The maintenance operation division is pleased to recognize justin as a safety champion within the Portland bureau of transportation. He is a safety champion not only for modeling safe work behavior, and the traffic maintenance section, but by direct involvement in the bureau of safety program. He volunteered to research and write portions of the traffic operations safety guidelines for a new safety manual. His work was an important contribution and the bureau thanks him and we thank you for your efforts. Congratulations. [applause] the next safety award, could I have wade akines, doug hickman, randy king, and cate perry. This is the environmental systems division safety committee. This committee accomplished several goals for operations -- maintenance operations. They were responsible for developing a new snow and ice training program, which we appreciate, they researched and developed a safety

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clothing program that upgraded safety, employee safety vests, the committee introduced a class 2 safety shirt style that encourages more visible usage of our safety gear. You can see it here. It's very nice. They have modeled leadership that encourages and empowers employees to take initiative to improve safety throughout the maintenance operations division. Congratulations and thank you for your great work. [applause] Suzanne Kahn. In award is for significant reduction and losses award in recognition of the Portland bureau of transportation maintenance operations for achieving a significant reduction of losses during the fiscal year 2011, against an average of the previous three fiscal years losses and looking at what was reduced in the following category of risk exposure. And thanks to your leadership and your team, workers' compensation in the maintenance operations division was reduced by 8%. So congratulations and keep up the great work. [applause] everybody is so camera shy. Gary Baldwin, Dale Fessenden, Theresa Green, Nicole Guilfooy, Doug Stickler, Carol Timper, Paul Wallman, Paula Wendorf. During 2012 the committee teamed up with the Portland bureau of transportation's parking enforcement division to sponsor The safety break for Oregon event. The event included demonstrations and activities focusing on fitness, safety in the home, and -- for emergency public health response. They also established an inspection schedule for six bureau locations to identify and recommend corrections for potential safety issues such as narrow aiseways, trip hazards, overloaded electrical circuits, and securing of shelving and shelved items. The committee increased its meeting schedule significantly in order to plan a Cinco de Mayo administration and drill of a citywide point dispersal plan. The June exercise was successfully conducted before observers from other city bureaus and evaluators from the county and the state. The committee shared the videotaped results at the November citywide safety committee conference. Congratulations. [applause] Debbie Barkley, David Brugger, Mark Friedman, Shelley Knezevich. Nolan Mackrill, Patty Peterson. Laurel Shepherd. Shelley? Who is Shelley? Can you say your last name?

\*\*\*\*\*: Knezevich.

**Adams:** Shelly Knezevich. Sorry about that. These safety committee partners -- this is the office of management and finance safety committee members. And this is the Portland -- the bureau of transportation's Parking enforcement safety committee. This committee partnered to produce and implement a point of dispersal pod plan, the plan is to disperse an oral antibiotic to city employee and their families in the event after declared bioterrorism action. The two committees worked together on a safety break for Oregon, we heard about some of the other partners earlier. To introduce the the plan, including having three station was interactive teaching games to help bureau members learn about the process and team member positions and responsibilities. Their work led to the pod exercise, together they set up staff, facilitated, and implemented an unrehearsed bioterrorism scenario. That must have been a fun day. Value experience and lesson were learned, and it was demonstrated that with some minor adjustments the model can be reproduced by other agencies and many locations. These events could not have happened without the dedicated and cooperative spirit of these committee members. Thank you. [applause] all right. Elise Levens. This is safety champion award. The bureau is pleased to recognize Elise Levens as its safety champion. Elise has served on the bureau's safety committee for 16 years. She has contributed to the safety of both sworn and nonsworn employees. Her passion for safety and safety-related issues is an inspiration to us all. Just a few examples on her own accord she identified a need for a facility safety checklist that safety committee members could use while conducting facility safety inspections. She subsequently developed a comprehensive document which improves the efficiency and effectiveness of inspections and can be used for all bureau facilities. Elise decided to begin inspecting first aid bags in patrol cars. She found that the bags were in poor condition. And some cars didn't even have them. Elise reported the problem and took action to ensure that all of the patrol cars were outfitted properly. In true safety champion fashion, Elise has taken actions to ensure that the safety of all of our bureau employees are taken care of. Thank you. [applause] chief

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mike reece? Ok. All right. This award is given in recognition in significant reduction in losses. The Portland police bureau receives this award for achieving a significant reduction in losses during the fiscal year 2011 against an average of the previous three fiscal years in the following categories of risk exposure -- this is very impressive. General liability, losses were reduced 11%. Fleet liability, losses were reduced 25%. And workers' compensation, losses were reduced 57%. Here is the reward, on behalf of the bureau, and behalf of the city council for this great work. Thank you. [applause]

**Fritz:** I'm pleased this year to have representatives from two of my small but mighty bureaus. And i'm going to read one, even though susan barr from the office of neighborhood involvement isn't able to be with us, she's an information and referral specialist who is a vital member of the committee for many years. She has become the bureau's unofficial wellness champion through her work on the committee and has had a dramatic effect on the bureau's overall culture with regard to wellness. She put together the first wellness survey, organized focus groups to address specific issues and helped launch the inaugural bureauwide wellness challenge. Two subsequent challenge events have been put on by susan and the safety committee. In addition, susan is the editor of the bureau's newsletter, the be well gazette, and safety and wellness bulletin board which provides helpful tips for improving personal well-being. Susan has represented the bureau on citywide wellness committee for the past several years. While all these efforts have definitely helped promote wellness in the workplace, perhaps the greatest single catalyst for improvement has been the infectious enthusiasm that susan exudes about this topic. And I can attest to that, they got me to dance as part of their video. I don't usually do that. Will stephanie solomon lopez come forward to receive the outstanding safety committee chairperson award. Tony is here on her behalf. Stephanie has served as chairperson of the bureau's safety committee for several years and has contributed much to the bureau's safety program. Stephanie's greatest strengths, however, are her easy accessibility and genuine concern for the welfare of others. She is well liked, trusted, and employees are comfortable bringing their safety concerns to her which have ranged from indoor air quality issues to ants marching around the lunch room. Among her notable achievements as chairperson, stephanie has organized effective safety committee operations, coordinated the acquisition of specialized ergonomic chairs for 9-1-1 call takers, and improved the communication so that the safety committee is aware of and can address a problem well before it becomes a major issue. Thank you stephanie and thank you tony as a result of your leadership, everyone is aware that safety comes first. [applause] i'm honored to fill in for commissioner Leonard for his bureaus also. Would todd keathley please come up. This award is presented to Portland fire and Rescue for achieving a significant reduction of losses during the fiscal year 2011 against an average of the previous three fiscal years in the following categories. General liability, losses reduced 45%. Fleet liability, losses reduced 24%, and workers' compensation, losses reduced 45%. To receive this award in council's appreciation on behalf of the fire bureau is chief and safety officer todd keathley. Congratulations. [applause] would ashley schaeer please come up from the water bureau? This is for the outstanding safety chairperson for the water bureau. Ashley has served as an interstate safety committee chairperson during 2011. She has commended for her organizational skills, facilitation abilities and her enthusiastic commitment to the committee. She is eager to address and resolved safety concerns. Her attitude has positive effects on committee members and bureau employees. During the year she identified and tracked safety deficiencies there by expediting investigation and resolution. Maintained subcommittee schedules and accountability. Ensured the committee involvement in the 2011 health, safety, sustainability fair which had the highest approval rating of the past several years. And nurtured an environment within the committee in which members felt comfortable addressing difficult and sensitive issues. Thank you ashley for your leadership and enthusiasm. [applause] would chris step forward? Chris is accepting the safety champion award for steve schenk. Steve dedicated time and effort reviewing the bureau's

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hazardous material standards and training. He developed an action plan training schedule to enhance first aid and hazardous material training for employees working in remote locations that may experience a delay in emergency response. He is commended for his oversight of safety issues particularly with new projects and managing safety concerns. The bureau is honor to the recognize steve of steve as a safety champion. [applause] the water bureau honors its entire team of cpr instructors. Eric brainich, debi caskey, pat easley, jason fitzgerald, eric fullan, cassidy kane, leigh kojiro, curtis roth, jasmine varela, and terry wenz. All right: Representing the team: We have eric fullan representing the whole team. This group is comprised of volunteers who conduct monthly first aid and cpr training for employees. Instructors take their duties seriously and with dedication. They make an important contribution to the bureau's safety culture. Thank you. [applause] i'm happy to hear of so many employees getting trained in cpr And automatic defibrillation. You really can save a life, and i'm so happy to hear we have so many employees willing to do that. The bureau wishes to recognize these safety champions for their help in launching a training video for employees. We appreciate the help and expertise you brought to this project. Would the bull run safety committee step forward? Robert alter, scott bryan, debi caskey, andrew degner, conway brelin, bruce bulick, jody burlin, annette cilley, rick ehler, jamal folsom, eric fullan, tim grandle, josh jeffrey, cliff jensen, randy kane, craig mcmillan, rod pike, steve schenk, rich seright, and bill sinnott. The bull run safety committee is comprised of employees from sandy river station water treatment, engineering, emergency management, security, and safety. While the committee has many ongoing projects, its current focus is on inspections, prejob planning and teamwork. The group continuously addresses safety issues in the watershed time prove communication, check in and check out procedures, satellite phones and radio, global positioning satellite support, and improving signage on watershed roads. The committee developed an emergency response procedure to address events that could occur in the watershed. This included wildland first aid training for personnel, working on life -- with life flight to identify landing zones for medical evacuation rescue helicopter, and developing a training video to address medical emergency situations in the watershed. Thank you for your dedication to safety. [applause] the interstate safety committee represents all of the bureau's field forces stationed at the interstate facility and includes maintenance and construction, operations, field customer service, meter shop, and safety. The committee has a safety deficiency reporting process where they maintain the database to track these items through to resolution. The committee worked with the bureau's fleet manager to address noise level concerns on exhaust systems on dump trucks, review of the quick connects that secure implements on the backhoe, and excavator buckets, and conducting vehicle inspections. Speed and vehicle/ped paths in and you round the facility are always critical issue for the committee. Speed signs were post and stop signs were made more visible. The committee has implemented several promotional efforts which include selecting and recognizing a safe employee of the month, safety games and posters, and the annual safety and health fair which was expanded to include sustainability. Thank you for your great work. [applause] so many of our city employees do such great work, and certainly the recipients of these awards have worked long and hard to be on the list. So I really apologize when I mash your name, because it's really great to have so many friends and family here as well. Would the following members of the Portland building safety committee please come up. Mark boyko, eric brainich, deborah caskey, gary egan, jamal folsom, eric fullan, robin hagedorn, kate leatherbarrow, shannon musson, john popenuk, mark sieborg, and terry wenz. The water bureau's Portland building safety committee includes representatives from administration, engineering, customer service, resource protection, and safety. Members also serve as floor wards. Since this location is predominantly an office environment, the committee has focused on improving quarterly inspections. The committee sponsors an annual take a break for safety that corresponds with Oregon osha's statewide event. The event is popular with employee and provides a variety of safety information from emergency preparedness, bike safety, home

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safety, and includes related door prizes. Thank you for promoting safety. [applause] the industrial ergonomic award. The water bureau's meter readers were experiencing motion pain and injury from the lid lifting methods being utilized. They brought this to the attention of their manager. Ron drath works closely with linn arnold general mechanic for the tool room to identify the employees' needs and resolve weight and angle concerns. They developed a lightweight lifting device which promises to significantly aid lifting heavy lids and reduce employee strains and stress. Thank you for your innovation and commitment to making the workplace safe, to linn arnold and ron drath. [applause] these are the partners in prevention awards. They're all the same, so we'll hand them out as we get them. From the bureau of environmental services, erica -- from the bureau of transportation, from the water bureau, rod allen, john bee, marc crowder, pat easley, tim hall, dan hogan, ben gosset, leigh kojiro, vu mai, jim smith, kevin tolgson, keith walker, and dan ward. This group coordinated efforts on repairs to a retaining wall at the barbara gibbs pump station. The retaining wall was failing and the hillside was moving. On site were high voltage electrical cabinets that started to tilt there. Was a good chance they could have torn away during a landslide and posed a significant safety hazard to staff and the public. An emergency declaration was prepared. Engineering from transportation, environmental services, and the Portland water bureau worked quickly to prepare a contract. Purchasing assisted with processing the contract. Portland water bureau's electrical and operational crews coordinated with pge to shut Down the pump station and disconnect the electricity. Operations analysis modeled water flows to assist with operational changes to accommodate the repair. The repair is now under construction. Thanks goes out to these groups for their quick response and teamwork in addressing this issue. [applause] the next award is partners in prevention award. From city fleet -- the installation of a new emissions system from the dump trucks caused an unacceptable noise hazard for drivers. Dianne and shawn brought this to the attention of management. Working with Tom and Alex they found a safe solution that could maintain emissions control and reduce sound levels that otherwise could put drivers' hearing at risk. Alex martinez, tom dufala, Dianne trachsel and shawn dahrens, we appreciate your diligence to the safety and health of city employees. [applause] commissioner Leonard's final word is for david schaff with the water bureau. It's my pleasure to present this in recognition of the Portland water bureau for achieving a significant reduction of losses during fiscal year 2011 against an average of the previous three fiscal years in the following categories -- general liability, reduced 22%. Workers' compensation, reduced 20%. David, please accept this award on behalf of the bureau. Congratulations and thank you. [applause]

**Saltzman:** I'm commissioner Saltzman. I don't know if anybody noticed the stack before this meeting got underway, but clearly the bureau of environmental service and bureau of development services are leading the pack in safety. Let's start out with the safety champion award, will public works inspector dave please come forward? I'll read his award. Dave is ever vigilant in protecting the safety of the contractors and bureau staff. He will immediately step in and notify anyone of safety violation and what should be done to correct them. Dave baylis's is a very proactive inspector who is usually at least one step ahead of the contractors in planning work and suggesting methods to help make what will occur later a project safer by offering sequencing suggestions. [applause] the next bureau of environmental services award is outstanding safety committee chairperson. Will veronica ferguson, senior public works inspector please come forward? As acting chairperson of the incident analysis safety committee, veronica has made many positive changes. Meetings are held as frequently as necessary to stay current with all reported incidents. She developed a new incident report log to better define each incident and provide a method for all appropriate parties to review the status updates in a timely and accurate manner. Our thanks to veronica for her commitment to safety, which has improved the efficiency and effectiveness of our environmental safety program. [applause] the next award is the outstanding safety committee chairperson, steve hawkins please come forward. Steve currently serves as the chairperson of the

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bureau of environmental services design and construction safety committee. Meetings are well organized, and he stays on top of issues to ensure that there is follow-through. He actively participates in the certification process for maintaining success of Oregon's osha's safety and health achievement recognition program. Or sharp. He is currently developing a safety recognition checklist for sinkholes to ensure optimal worker and public safety during emergency repair situations, which is a key action item for earning graduation next june, in Oregon osha's program. So we appreciate steve's keen interest and dedication to safety. [applause] the next bes award is the safety champion award. Will josh nault please step forward? The fanno creek and Multnomah projects were major undertakings that involved a heavily trafficked thoroughfare with many hazardous exposures to the public, employees, and contractors. Josh diligently worked with the construction team to address any safety issues that came up and ensured that all identified hazards were addressed. We thank him and credit much of the success of these projects to his hard work and emphasis on safety. [applause] the next bes award is the safety champion award. Will tom pfeiffer, supervising engineer please come forward? The bes construction team design and maintenance engineering groups are all certified under Oregon osha's prestigious sharp program. As a part of the annual review, the material testing lab was identified as needing improvement. As manager of the material testing lab, tom committed time proving the facility's safety culture and championed the following accomplishments. He initiated a site specific safety committee, set up regular safety meetings, established job hazard natural sees and term safety data sheets to better identify potential risk exposures. And he championed the acquisition of specialized equipment to simplify and improve safety within work processes. As a result of tom's efforts and leadership, the construction, design, and maintenance engineering groups are well positioned to earn their fourth year of their certification. Thank you very much, tom. [applause] this is a bureau of environmental services partnerships in prevention award. Here to receive this award on behalf of the wastewater group and the engineering services group we have bob yaghmaie, bryan davis, and mike lombardi. Many of the bureau's construction projects involve tying into or working inside existing facilities demolishing old infrastructure, and working on systems that must remain in operation. Since facility operations are managed by a different group than design and construction, organizational bureaucracy can sometimes pose challenges. Both construction and operational activities can produce hazards for workers in either group. These two organizations -- organizations, have come together to ensure the safety of everyone involved. Procedures and protocols have been established to ensure that hazards are identified and eliminated where possible. Bob worked with city safety personnel and trainers to address serious hazards associated with sludge digestors, they produce gas that can pose a serious lethal hazard if not collected for electricity. To both workers and the environment. Similarly, mike lombardi developed a document that is used as a contract -- contact and coordination guide time prove safety while construction work is performed at the plant. Congratulations. [applause] the next bes award is the safety committee award. Will the following members of The design construction safety committee come up when I read your name? Laurie allen. Mike baker. Neil bruesch, neil choate. Phil choate. Pat darby. Bryan davis. Stephen gawkins. Dave killens. Rick mccooy. Patty nelson. Joe panis. Fahim rahman, mike reiner, paul schuberg, janet strahl, and lindell walton. We recogniz this group for continually exceeding safety committee regulatory requirements. This well-blended working committee solves problems and gets results. During 2011, the committee developed safety policies, contract language, training recommendations, and systems for addressing safety issues. These efforts have made the bureau's construction projects safer for contract workers, citizens, and city employees. One such accomplishment was finding a solution to help a confined space entry supervisor set up and use his tripod and wench at multiple entry locations. The sub committee successfully involved the challenge by fitting the system to the supervisor's van for easy mobility and use. They also implemented an incident analysis subcommittee to focus on reviewing incident reports for root

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cause, severity, injury, or damage and corrective solutions. The results can be used to inform and improve safety awareness for all employees working in the field. Thank you. Thank you for the safety award committee. [applause] the next award for members of the bureau's eastside combined storm overflow safety committee. This group formed as a partnership to represent contractors and bureau construction staff. Its goal is to utilize preconstruction safety planning to ensure a safe work environment for city, contractors, and subcontractors' employees, and any citizen who may be exposed to construction operations. The group's work has exceeded bureau expectations and produced excellent contractor safety records and certification under osha's voluntary recognition program. [applause] the bureau of environmental services safety committee award, will the following wastewater group safety committee members please come up? Chris bamford, steve behrndt, mike ciolli, armon collmon, steve deatherage, mike donaldson, rob george, donna hammond, ron lillenthal, cliff meier, scott norris, rick partridge, john petty, dave remilard, bill sterling, greg taylor, randy tomsik. Together they've developed a process to initiate and utilize subcommittees, performed monthly, detailed, facility safety inspections, and updated six bureau safety policies during 2011. Thank you very much. [applause] bureau of environmental services partners in prevention award. This committee provides overview of work group safety committees and employee safety needs. The members rotate to provide feedback, write safety articles, promote employee safety, provide approval of equipment fending and recognize employees for their safety efforts. We appreciate their partnership and safety awareness. [applause] the last bureau of environmental services award is to for significant reduction in losses award. Would bureau director dean marriott please come up? This award is presented in recognition of the bureau of environmental services efforts in achieving a significant reduction of losses during fiscal year 2011 against an average of the previous three fiscal years in the following categories of risk exposure. General liability, reduced 5%. Fleet liability, reduced 75%. Workers' compensation, reduced 22%. Congratulations, dean, and please accept this award. [applause] now we'll move on to the bureau of development services. The safety committee award, lt. Following people come up. In 2011 the safety committee began a campaign to promote wellness. The committee submitted articles to the monthly newsletter on wellness topics ranging from how to use the employees' assistance Program, health assist -- health codes, services in ways that employee cso start small and finish if it. In july the committee began hosting a monthly fun run walk jog am city employees were invited to participate. Field staff who weren't able to participate downtown were offered pedometers and encouraged to track their tame on their daily number of steps. Our thanks to the safety committee for encouraging everyone to achieve better health. [applause] the bureau of development services partners in prevention award. Bureau of internal business services, jeff baer and robert kieta. For g4s secure solutions, gary crane, security manager. From the Portland police bureau, officers james crooker, joseph young, and kris barber. From the city attorney's office, roland iparraguirre. From the Multnomah county district attorney's office, amber kinney. From the bureau of development service the, mike liefeld, jim nicks and denise kleim. In may 2011 after numerous citations for dangerous code violations, a citizen began making threats of physical harm against an inspector in the bureau of development services. The bureau began working with other city bureaus and companies to safeguard the well-being of the inspector and other staff. Officers joseph young and kris barber met with the citizen and warned him to cease making threats. When the threats continued, jeff baer and bob kieta from the bureau of internal business services worked with deputy city attorney to initiate an exclusion order prohibiting the citizen from contacting the inspector and entering city offices. Gary crane from g24 s solutions worked to increase awareness about the exclusion order with security guards and staff housed in the 1900 and Portland building, and city hall. Because of the dangerous nature of the property violations, the city's code hearings officer ordered the property vacated. When the citizen was subsequently arrested for trespassing, the Multnomah county district attorney's office included as a condition of his sentence that he was to



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have no further contact with the inspector or any other city employee. So this is obviously a very dangerous situation, and the prompt coordinated actions by city staff and other agencies demonstrated effective partnering to stop the threats and deter potential violence against city employees. [applause]

**Fish:** I am Nick Fish and I have the honor of being the commissioner in charge of Portland parks and rec. Would Alex Salazar please come forward. Eileen, will you step in? We're pleased to recognize Alex, our north zone maintenance supervisor, as the parks preponderance of evidence's 2011 safety champion. Last year Alex stepped up his leadership role with respect workplace safety. He was instrumental in planning and developing intensive safety training for seasonal maintenance workers, the new training was implemented last spring. Alex also attended the training session as a management representative to support and advance the bureau's safety culture. He has always been a great resource when we're strategizing ways to resolve safety issues. Alex's diligence, motivation, and dedication is appreciated. Accepting the award is Eileen Argentina. [applause] The next award is the industrial ergonomic improvement award. Mart Hughes, Cindy Wright and Sicily Sardino. This team worked on the weight and design of the heavy bollards at the trail heads. Who here knows what a bollard is? You're all right. It's a short squat post that's usually in a concrete foundation. Many are removable, not all. They're used to keep vehicles off trails that are for pedestrians. Occasionally our teams need to drive on to the trails to perform maintenance, and that case the staff have to physically lift the bollards off the ground. Mart and Cindy designed a lighter version and added handles for ease of lifting. They've reduced the injury risk associated with removing and replacing our bollards. To our whole team here, thank you for thinking creatively to make a better workplace for all. [applause] The next award is the life saving award. Would Ryan Elliot Engles, Evan Lilly, Tony Smith, Crystal Thomas, and Jennifer Wheeler come forward? This is a very special award. And Evan, thank you for joining us today on behalf of all your colleagues. On November 23rd of last year, these employees, who are part of the Matt Dishman Center Aquatics staff, responded to a swimmer in distress. A 90-year-old man and a long-time and much beloved community leader, indicated he wasn't feeling well and he slipped under the water while trying to reach the pool stairs. Our incredibly talented team carried him to the pool deck and proceeded with emergency procedures until EMS arrived from station 13. I remember this very well, because I got a text message about that time and people really at that point sincerely believe Mr. Stole would not make it. Shortly afterwards, he was taken to the hospital for follow-up care. Mr. Stole survived that crisis. But a week later he died peacefully from natural causes. His family has described him as living a long, full life. But the teamwork and dedication of our staff made sure the family had a decent interval to say goodbye. Something that would not have otherwise been possible. Thanks to all of you, Evan and The whole team, for ensuring the safety of citizens in our community centers. [applause] Our next award is the safety committee award, Service Zones and City Nature. There's a number of people I'm going to recognize. Barbara Aguon, Peter Anthony, Doug Brenner, Pam Douglas, Earl Elliot, Fernando Fantroy, Tom Henn, Nathan Hobbs, Gary Johnson, Linda Johnson, Shawn Lindsay, Vince Moore, Don McTaggart, Alex Salazar, Christie Salzer, Scott Vanderpool, and Dale Vashnik. Please come forward. This award recognizes the team's work to advance safe work practices for industrial operations throughout Portland park and rec system. This year the committee continued making improvements to protect our employees at the Mount Tabor yard facility. The yard includes gas pumps, greenhouses, and a warehouse for staging supplies and equipment. With the number of workers and uses sharing the roadway around this facility, this committee's work is vital. The committee also presented and shared information about the safety improvements, Marty, Cindy, and Sicily made to our bollards at the city's annual safety committee conference last November. Congratulations. [applause] We have two more awards. The next is the safety committee award for recreation. Would Barbara Aguon, Jennie Birt, Garland Neal Brown, Rick Cantu, Nancy Harger, Sheryl Juber, Kevin Mattias, Nancy Roth, and Kelly Simpson please come forward. This award recognizes

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the team's work to ensure safety for both Portland park and rec employees and Portlanders who use our community centers and other facilities. The committee monitors not just worker injury reports, but also guest accident reports to identify risk trends related to the use of our facilities. The committee comes together to develop recommendations for staff training and education time prove safety. The group is made up of respected leaders who are motivated to implement changes and keep our system safe. Thanks to each of you for your great work. [applause] and our final award, the significant reduction in losses award goes to none other than mike abbate. Mike is our newest bureau director. Hired after a competitive national search. I just want to say publicly how glad I am to have you on our team, mike. This award recognizes Portland parks and rec's significant reduction in losses during fiscal year 2011-2012, compared to an average of the previous three fiscal years in the fleet liability category. There will be a quiz on this later. The bureau was able to reduce its losses by nearly a third, or 27%. Congratulations to you and everyone at the bureau. [applause] thank you.

**Adams:** This is the top safe driver award, and the award goes to vincent scott simon. [applause] vincent has been a facilities maintenance technician with the city since 1999. He has always shown a willingness to take initiative to ensure that he provides outstanding service. His efforts have led time proved facility operations and resulted in tremendously positive feedback from service requesters. On the road scott has shown the same initiative by taking ownership of defensive driving tactics and making safety his first priority. The bureau, the office of management and finance, is pleased to recognize scott with his -- with this well-deserved award as the year's top safe driver. Again, congratulations. [applause] would michael d. Williams please step forward. [applause] for the past 12 years, mike has had no preventable collisions with the city and has built his driving expertise to the level that he is called upon to work skillfully and safely in a wide variety of cdl-required areas. He is always willing to share his knowledge and offers training assistance to his fellow employees. We are honored on behalf of the Portland bureau of transportation maintenance operations to recognize mike as the bureau's top safe driver. Congratulations. [applause] would pam harris please come forward? All right, pam. Some of my best parking tickets come from pam. [laughter] pam has been a parking enforcement officer for nearly 25 years. She spend as great part of her workday driving a parking patrol scooter in heavy traffic, which requires her to maneuver close to cars, watch for pedestrians, and other traffic while performing her work of timing vehicles, identifying violations, and enforcing parking codes. A parking enforcement officer that still has a sense of humor is an amazing thing: One of the toughest jobs in the city. It's a high pressure environment, knowing you're going to deal with a lot of cranky people. Pam models all the attributes of an exceptional parking enforcement officer. On behalf of the parking enforcement division we appreciate your dedication to safety and excellence. [applause]

**Fritz:** Portland fire and rescue works jeremy fraijo please come up? Four years ago station eight took possession after new aerial platform that was much larger than the equipment than in use. Piloting this large apparatus is a demanding task and firefighter jeremy fraijo stepped up and handled the resulting maneuverability challenges. Jeremy is always conscious of safety when driving, operating the aerial, on the fire ground or in the station. He has proven to be a natural teacher and mentor to the other members at station eight. He always verifies that his equipment is secure and road worthy, and makes sure that all members are seat and belted during travel. We are pleased to recognize the vital contributions jeremy has made to the fire and rescue team. Congratulations. [applause] and for the water bureau the top safe driver is pete schlunegger. Thank you. Pete is a watershed specialist iii who has been working at the sandy river station for eight years. He's responsible for driving large dump trucks and a variety of other equipment. His duties include plowing roads to remove snow in the winter. Snow plowing in particular can be hazardous due to the steep and narrow roads often blocked with trees and other debris. Negotiating a large snowplow through this terrain can be challenging. Pete has not had an accident in his eight years at

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the water bureau. This is a remarkable achievement given the challenges of his job. He's also actively involved in the bull run safety committee and has provided a great deal of input improving watershed safety. Thank you, pete. [applause]

**Saltzman:** For the bureau of development services, top safe driver award, forrest gill. [applause] offer the past -- forrest gill began his career in 1995 and currently serves as a commercial plumbing inspector. During his successful tenure with the bureau, driving has been a daily part of his job responsibilities. When driving to construction sites and other locations, forrest takes care to plan safe driving routes. He is known as a consummate professional who always produces first rate assistance to customers and employees. We are honored to recognize you today for your top safe driver award. [applause]

**Kate Wood, Risk Management:** I want to thank you everybody very much. I'm kate wood with risk management. I have the honor of closing today's ceremony. I've been advised to keep my remarks brief. I would just like to thank the commissioners for their time and participation in this very unique program. I'd like to thank the members of the city risk staff, particularly tracy and joe for their organization, and actually was organized, though it looks a little devastated here. And i'd like to thank the bureau directors who support safety in their organizations and allow their folks to come today to be recognized. Most of all, i'd like to thank Every individual who day in and day out makes good decisions on the job that enable them to work safely and enable us to provide good services to the citizens of Portland. We're going through tight budget times, I hear people saying safety is going to get cut. Those of us that know about safety know that is not true. We may have different programs, we may have different ways that we're doing our job, but we're going to have to do those jobs safely regardless. It's going to take a little more time, it's going to take a little more thought, it's certainly going to take innovation. But there's no doubt in my mind that we will be here next year recognizing the city employees who every day make a good decision to do their job safely, come home safe, keep their coworkers safe, and provide services to the citizens in a safe fashion. So with that, i'd like town variety you all to join us in the lobby for some cookies and refreshments, and see you all next year. Thank you. [applause].

At 3:20 p.m. Council recessed. At 3:34 p.m. Council reconvened.

**Adams:** Good afternoon everybody we're coming back from recess. Karla can you please read time certain item number 135?

**Moore-Love:** Do you want to do roll call?

**Adams:** Sure. [laughter] [roll call]

**Fish:** When the president of the council is in charge, we don't have these hiccups but, yes, aye, here, present. [laughter]

**Adams:** I'm present. All right. Is it possible now that we could get that reading of the council calendar item resolution item number 135 time certain, if you could?

#### **Item 135.**

**Adams:** Auditor griffin-valade and team, mary-beth baptista, Director Mary-Beth Baptista.

**LaVonne Griffin-Valade, City Auditor:** Good afternoon, mayor Adams and council, nice to be here again. Lavonne griffin-valade, city auditor, with mary-beth baptista, who is the director of the Auditor's independent police review division. So I'm here to introduce for your confirmation three new members of the citizen review committee and two returning members. We received 30 applications from a broad spectrum of the community for these positions, our most successful recruitment to date. Thanks in large measure to Irene Konev, who is ipr's outreach coordinator. I want to extend my appreciation to the selection committee who spent several weeks assisting mary-beth in reviewing applications and interviewing candidates. That committee, in addition to mary-beth, was comprised of Loren Eriksson and Hank Miggins from crc, former crc member irma valdez

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and two community representatives, rob kodirov from the immigrant and refugee community organization and danette Haynes for the center for healing at ohsu. So just to serve as a reminder, the city expects a great deal from our community volunteers, we want them to represent the community and all of its constituents, show up for long meetings, put in hours of research and make well-reasoned recommendations and in the case of the citizen review committee we expect these volunteers to exhibit the ultimate in neutrality, the ability to objectively judge the decisions of police bureau members and objectively assess the cities system for the civilian oversight of police. These folks have willingly signed up for this responsibility and convinced the selection committee that they can take on this important role. I want to thank them in advance for their service. So the new CRC members for appointment are -- david denecke, he lives in north Portland and works as an attorney, he received his b.a. in history from the university of Oregon and his law degree from the lewis & clark college or excuse me law school, he has served as a civilian member of the Portland police bureau's performance review board, he has also served as a chair of the Hillside Neighborhood Association, a director of neighborhoods west-northwest, a member of the city of Portland transportation advisory committee and a member of the Washington county juvenile services commission. K.a. Lalsingh has lived and worked in both Oregon and new york, she provides tutoring, mentoring, coaching and advising to students secondary through graduate levels and has been an adjutant instructor at Portland state university and a guest instructor at northwest christian college. She is currently the vice president of outreach for Oregon organization development network and a friend of Portland equity talented and gifted program. Ms. Lalsingh holds a b.a. from barnard college at columbia University and an mba from northwest christian college and a certificate of leading organization transformation. And rodney paris is an Oregon native and lives in North Portland. He received his b.a. in business administration from linfield college and has a law degree from lewis & clark law school, he is employed as a civil rights investigator in the affirmative action and equal opportunity department at Oregon health and science university where he investigates discrimination and harassment complaints and coordinates disability and religious accommodation requests. He also works on the university's affirmative action plan, conducts training on employment law matters and participates in community outreach activities. For reappointment, Jeff bissonette, first appointed to the citizen review committee in 2009, is the organizing director for the citizens utility board of Oregon, representing residential utility ratepayers in Oregon where he leads their legislative program and coalition. He oversees renewable energy products offered to customers and serves on the boards of northwest energy coalition and renewable northwest project. Mr. Bissonette was formerly a board member of Portland community media and the steering committee of the Oregon league of conservation voters, Multnomah county chapter. And last but not least, mr. Jamie troy, also appointed in 2009, is a graduate of the college of william and mary and of lewis & clark law school, he worked with the -- he works with the law firm of troy and rosenberg, where his practice focuses on juvenile and family law cases. He's on the board of the bill and ann shepherd legal foundation scholarship fund, working to fund the education of future attorneys dedicated to eliminating bigotry and discrimination based on sexual orientation, an avid marathoner, he looks forward to increasing the double digit number of marathons he has completed to date. He lives in NE Portland and is currently the chair of the citizen review committee. So there for your appointment are the five candidates today.

**Adams:** Any questions or discussion from council?

**Fish:** I would just thank the auditor for furnishing us with all of the materials before council, including the applications and I would say that one thing that caught my attention was I believe on k.a., is that correct? Her application, she's a graduate of barnard?

**Lalsingh:** Yes.

**Fish:** and columbia college.

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**Lalsingh:** A barnyard girl.

**Fish:** Parden me?

**Lalsingh:** A barnyard girl.

**Fish:** A barnyard girl. Well when my daughter was looking at colleges, we had a chance to visit Barnard and she fell in love with it and we were very impressed, so welcome.

**Adams:** Does anyone wish to testify on this matter? Anyone at all? [laughter] Anyone? Anyone at all?

**Fish:** Hearing none – call the question.

**Adams:** Welcome back Mr. Handelman. Yes, nice to see you.

**Dan Handelman:** I'm dan handelman with Portland cop watch and I'm testifying today not in opposition to any the nominees, I just -- I'm relating to you some of the observations we had. I'm glad that commissioner Fish noted that he read through the applications as required by the ordinance. You are supposed to read through --

**Adams:** I did too. I just want the record to know that I read through them. He's just grandstanding, but I read through them too.

**Handelman:** So what I've noticed is that we have three people who are attorneys being inducted today who are all trained at lewis & clark college. I don't have anything against attorneys or lewis & clark, but it is kind of unusual weighting of the committee and there's also a fourth attorney, Steve Yarosh, who is continuing his term right now, there are two people now on the board who work at ohsu. We have a lot of people who are very -- kind of highly trained professionals and I -- it just kind of feels to us there should be more ordinary community members who maybe don't have so many degrees tacked on after their names who are part of this panel as well. So there should be socioeconomic diversity as well as race, gender and sexual orientation. That said, we're actually losing one member of color of the board because Hank Miggins and Ayoob Ramjan both left. And ms. Lalsingh is coming on, she has a very diverse background according to her application, African American, Latina and Asian background. We don't know that much about mr. Denecke his diversity page was missing from his application. And none of the people that were chosen that we know of applied – who applied, had been to a crc meeting before they applied, one of the people -- two of the people on the selection panel, Danette Haynes and Mr. Kodirov as far as we know have never been to a crc meeting. It's a very obscure, you know, difficult to follow process and we just hope that people are going to get involved and pick the people who are going to be involved actually understand what it is the committee does. I actually had to do a little bit of research on the applications to figure out some of the things that mr. Denecke's application referred to a mariann highland, who he said volunteered for the committee and poking around I discovered that Ms. Highland is a member of the citizen pool for the police review board but not the citizen review committee and I – she may or may not do mediations for the IPR but I don't think she's ever been to a crc meeting. And then there's an organization listed in ms. Lalsingh's application that said NFBPA Oregon, I didn't know what that was I had to look it up, national forum for black public administrators. Now I know, so that's a -- It's helpful not to have the alphabet soup when we're talking about the ipr and the crc, things can be spelled out a little more clearly. One of the most important things I want to call to your attention though council is that there are five people being appointed today to three year terms, next year there will be four people being appointed and then there are nine people total. So we won't be able to stagger the terms three people every year over three years. We think that should happen to improve continuity and last I would like to thank the auditor for putting the names of the nominees on the agenda item. I think this is the first time it has been done in the history of the CRC we have talked about it for years and hoped it would be done and it was done and we thank her for that.

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**Adams:** I would say that having listened to your testimony for a fair amount of time, that's pretty darn positive. [laughter] on the dan handelman grade on a curve, that's positive testimony Mr. Handelman.

**Handelman:** I appreciate that, but I do hope that we look at the balance of the socioeconomic balance on the committee. There's nobody from the homeless community, there hasn't been a Native American on for several years and there's several issues --

**Adams:** And when I make a statement, that doesn't necessarily mean you get to repeat everything you've already said. [laughter] I'm just making an observation. I appreciate you being here and your ongoing advocacy. Thank you. Alright, unless there's somebody else that wishes to testify, Karla, would you please call the vote on item number -- resolution number 135?

**Fritz:** Thank you all for your willingness to serve; this is a lot of time commitment, it's extremely important and it's obviously a high-profile committee doing a lot of important work. So thank you very much for your willingness do it or continue do it, I sincerely appreciate it. Thanks to the auditor, and mary-beth baptista for the -- I think exemplary outreach that you did to recruit for this position, including Rochelle Silver, Michael Bigham and others who are advocating to people in the community to step up. Irene Konev did a wonderful job of going to places rather than expecting people to come to us, to actively seek out new representatives and that, too, is part of how we will continue to diversify. I did think mr. Handelman made an interesting point regarding the professions. On the planning and sustainability commission there is a regulation that only two members of any one profession can be on the commission at one time and I think that might be something that we'd want to think about as time goes by, because right now I'm just very grateful that people are willing to serve with a variety of different backgrounds and -- so that's just something to think about for the future. I'm very pleased with the ongoing caliber and quality of the citizens who are stepping up to this important responsibility and I commit to continueing to work with you. Aye.

**Fish:** You know this is one of the most challenging assignments that we have in the city of Portland. And we are grateful that 30 people put their name in the hat and we're grateful of the quality, obviously, of the pool and that people of your stature are willing to step forward and do this work. To those who are re-upping and those who are new members, thank you for your service and as the only lawyer on this panel, I will say not in defense of lawyers, but i'll make a comment about lewis & clark, which is I too have been struck by the number of lewis & clark law school alums who raised their hand do public service and the conclusion that I have drawn is that it is a school that attracts people committed to public service and it -- and in the three years of training that goes on, it is not beaten out of them and by the time they enter their professional life, busy professionals, they're also continuing to choose to serve and we -- I think, as a community are the better for that. It's a credit to your school. So thank you all for your service. I'm pleased to vote aye.

**Saltzman:** Well, I'm pleased to thank the new appointees and the re-upping appointees for their service. I do want to acknowledge hank Miggins who I think was my original appointee to the ipr citizen review committee and he's had a distinguished career as a member and chair and so I just want to publicly thank Hank for all of his service as well and welcome aboard. Aye.

**Adams:** Well, thank you for your willingness to serve anew and for those of you that are returning, really appreciate -- it's a tough job. And it's an important job. And so i'm very grateful, I think although I like to tease him from time to time, I think the idea of figuring out who is on the panel and what attributes you bring to the panel and who's not on the panel so you can also be trying to represent or seek out those points of view, you know it's something that we encourage on other sort of citizen commissions and I think you've sort done that work in the past, are encouraged to do that kind of work, so you can represent the growing diversity of the city that we have, which is great. Thank you. Aye. [gavel pounded] so approved. So appointed. So in recess until tomorrow at 2:00 p.m.

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At 3:48 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.

**FEBRUARY 9, 2012                      2:00 PM**

**Adams:** Portland city government, we are 160 years old, and one day today.

**\*\*\*\*\*:** Are you using the royal "we"? [laughter]

**Adams:** We as the city. Thank you. Parts of east Portland, though, are as new to the city I think the most recent annexation was about 27 years ago. So parts of east Portland have only been of the 160 years.

**Adams:** Karla, please read the title to the item under consideration.

**Item 136.**

**\*\*\*\*\*:** Good afternoon.

**Adams:** I got the sequencing wrong. Please come up. You're ok. You all can stay there. Commissioner amanda Fritz.

**Fritz:** Since I put the item on the agenda, I get to tee it up, but you'll be taking it from there. These Portland -- the east Portland action plan is fun by the entire council. I have the honor of mentioning some of the contracts throughout office of neighborhood involvement, but the east Portland action plan is independent, and so we're going to have a good presentation today. As most people remember, the council on february 18th, 2009, resolved through the acceptance of a resolution that we adopted the east Portland Action plan and put forward the action item and the funding to have the community figure out how to continue to work on the plan beyond the planning process. It's the only planning process in the city that I know of that was -- gave a commitment to ongoing follow up and follow-through after a community plan. So it's with great pleasure I welcome everybody here today. Thank you for taking the time to come down to city hall and on a thursday afternoon. Here to celebrate the second report --

**\*\*\*\*\*:** Third.

**Fritz:** Third annual report. And to welcome katie larsell, the cochair of the east Portland action plan who will lead us through the presentation from community. Thank you for being here.

**Katie Larsell:** You're welcome. And I want to say good afternoon to all the commissioners, to nick Fish and amanda Fritz and randy Leonard, and mayor Adams. You've already said my name, katie larsell. And I am the cochair of the east Portland action plan with Arlene kimura, who couldn't be here today because of work commitments. What is the east Portland action plan? Amanda said it very well. It began as a planning effort that this city put together along with senator mercury, Multnomah county, the Oregon department of transportation, tri-met, metro, and east Portland community. This council adopted the action Plan in 2009 and also started the next stage, the implementation stage. The community members who were a part of the original plan did not want to give up. We were excited to meet each other and be a part of a positive change in east Portland. So we continued with city funding to implement the plan. We were charged to provide, and this is the actual charge, leadership and guidance to public agencies and other entities on how to strategically address community identified issues and allocate resources to improve livability in east Portland. After I finish this intro, 19 people who are part of epap as members or as recipients of our grant program, will speak after me. Only three of us were part of the original epap planning group. You will hear from many people who are part of subcommittees that focus on one area of interest. We have provided you a list of the epap committees and representatives and we did that last week and the week before, and we met with you alone. The subcommittees meet regularly and tackle



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local problems. You will hear from people like pei-ru wang, who is here representing the civic engagement subcommittee. Which is a diverse group of people who want the best for their communities and families in their new american home. You will hear from dan cogan, our economic subcommittee Representative, who oversees three burgerville franchise and wants east Portland to thrive. His businesses to thrive. And you will hear from frieda christopher, who cochairs the housing subcommittee with jean demaster. They chair together because they don't see housing the same way. Frieda is a long-time david douglas school board member worries about property tax exemptions and overcrowded schools. Jean a housing advocate, wants to provide quality housing for low-income families. They're working together, thinking that their differences create a stronger subcommittee. That will generate better solutions. We also have people who represent us on budget committees and other advisory and decision-making bodies. People like david hampsten, who used his skills as a transportation planner to help 11 neighborhoods and four school districts collaborate, prioritize the best places for new sidewalks. And tom barnes, who is part of the citizen working group for powell boulevard, transportation planners envisioned a five-lane highway. Neighbors wanted something different. Through the process they came up with a concept plan that has the potential to transform powell boulevard east of 205 into a neighborhood asset. Finally you will hear from neighbors who had a good idea and were able to implement it because of the epap grant program. Neighbors like Natalya, who with the russian speaking network put on a successful workshop series on practical aspects of american life such as how to vote, how to connect with the police. We have eight guiding principles that we follow at epap. They're in the structures document that we gave you. The second principle lasting community relationships as a means to laying the ground work for successful implementation of the action plan. So we take community leadership seriously, all our grant recipients are subcommittee members, and our special representatives are developing leadership skills. Developing leadership for epap folks involves testifying while nervous. With a little shake in the voice, but doing it anyway. It's putting on a workshop and signing -- finding out you didn't buy enough food because so people came. It's asking young people what they want for their neighborhood, and then astonishing them by giving them a small grant to do it. Developing local leadership is also learning how to build partnerships with entities big and small. I need to celebrate our good partner odot. This spring they will do 5.5 million dollars worth of safety improvements on powell boulevard and sandy boulevard east of 205. This spring they will invest -- wait, I said that Wrong. \$10.9 million on northeast sandy and southeast powell. That's twice what I said. And think are finishing the third year of tree planting around the 205 multiuse path. This last year we partnered with pdc on economic development, with pdot on east Portland in motion, and powell boulevard, with metro on flexible funds projects, and tree planting, with tri-met on max action. We also have bimonthly technical advisory committee meetings. Through our grant program and epap membership we also partner with nonprofits, groups such as opal for environmental justice, rosewood, friends of trees, audubon and the la latino learning community. Now I need to let others share with you what has been happening since the last time we presented to city council. Matteo luccio on my elbow here will follow me.

**Matteo Luccio:** Good afternoon. Thank you for this opportunity. My name is matteo luccio, I live in east Portland. Professionally I am a freelance writer specializing in geospatial technologies. I am a policy intern with the bicycle transportation alliance and the chair of epap bike, the bicycling subcommittee of the east Portland action plan. Epap bike was one of the first subcommittees established under epap, and has been meeting every month for more than two years. At these meetings east Portland bicycle activists discuss their concerns, share their hopes, strategize, and organize events. We organize monthly rides in the Spring, summer, and fall that are fun and educational, and make bicycling more visible in the community. Epap bike provides a way for city staff, particularly pbot staff, to present its plans for improving biking in east Portland and receive community feedback. Epap bike played a key role in spurring the city to conduct a detailed and

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comprehensive study of how to improve active transportation in east Portland. It then helped city staff reach out to east Portland residents, listen to their concerns regarding transportation, and prioritize a series of pedestrian, bicycle, and access to transit projects that address some of the most serious needs, are supported by the east Portland community, and can be feasibly constructed in the next five years with identified funding resources. The study was published in September as *East Portland in Motion*, a five-year implementation strategy for active transportation. It is known as the *epim* for short, I urge the council to adopt it soon.

**David Hampsten:** Hello, I'm David Hampsten, I've been the east Portland representative to the city's transportation budget advisory committee since 2009. I'm here to tell you how our community got to the infrastructure implementation strategy, also known as the *epim* and how other communities can replicate our process. My role as a volunteer urban planner with *epap* is to articulate community inputs in a way city bureaus can comprehend while at the same time articulating city policy so neighborhoods can understand it. I also help to identify government resources and grants to pay for transportation improvements, such as *pbot* funding and flex funds for metro and *odot*, and help coordinate the means of getting those resources. East Portland has many missing sidewalks, numerous dead end and nonconnecting streets. Very few community greenways for bike boulevards. In response, Portland built sidewalks along northeast Glisan streets and along 82nd Avenue in 2009. While we appreciate the improvements, many neighborhoods and groups in east Portland want to be proactive in selecting what future projects were to be built and when. For example, *epap* bike member Jim Chasse and Katie Larsell all of whom were part of the city's bike master plan process helped convince the city that the two highest priority routes in east Portland were the 130s and the East West Market Mill Main or 4M routes. Thanks to the efforts of Linda Bauer and Bonny McKnight, the land use and transportation committee a long-standing district coalition group, chose to be both pragmatic and strategic in its process and selecting sidewalk priority projects. They worked with me to get as many of the neighborhoods and school districts participating in the prioritization process as we could. I created and sent out master lists to each neighborhood and school district of all possible infill sidewalk locations in east Portland based upon *pbot* criteria. I also included the top eight greenway routes as previously prioritized by *epap* bike. The land use transportation committee voted to have the top two items from each neighborhood in the top four items from each school district for a total of 30 items, forwarded to *pbot* as an equally ranked list of priority projects for east Portland. *Pbot* then was then able to use these lists as vetted community inputs allowing them to do additional community outreach. In conclusion, the lessons we learned are first, the community needs to be very open, proactive, and transparent about setting a process and the list of priorities and it needs to communicate regularly with *pbot* staff. The community should aim to free up staff time and encourage *pbot* to talk with underrepresented communities outside the neighborhood system. Second, the community needs to articulate solutions to the problems and issues and not just complain about them and expect the city to find the magical fix. By working with neighborhood associations, schools, and community groups, we're able to find many of the best and cheapest fixes for our transportation gaps. Finally, the community needs to be strategic in its efforts. We could have advocated for a few expensive highway rebuilds we pushed for smaller more doable projects scattered in all 13 east Portland neighborhoods, thus spreading the benefits of new improvements and the goodwill from the neighborhood towards the city. Now you'll hear from Pei-Ru Wang and Dan and Frieda who will talk about other efforts.

**Pei-ru Wang:** Good afternoon. Thank you very much for having us here. I'm Pei-ru Wang. I also serve on the civic engagement subcommittee. The purpose was to organize language and cultural specific engagement workshops. The biggest accomplishment of this subcommittee was through the *epap* civic engagement grant process. 64,000 dollars were granted to eight organizations to conduct workshops in 10 communities in their native languages. Those 10 communities include the

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native american, latino, slavic, african-american, vietnamese, somalia, ethiopian, and others. The cochair olivia, facilitated the civic engagement subcommittee in identifying the goals and priorities for the coming year. Some of the priorities include use our monthly gatherings to share information and continue to build stronger relationships and collaboration among community leaders and organizations. Provide support to epap on the cultural and engagement issues. Build community -- communication strategies with grantees of epap civic engagement special grants Program, and we will continue to serve as a point of contact to work together and advocate on specific topics that have concern to our communities. All those accomplishments were assisted and inspired by the dedication and commitment from our great leader gloria wigins. She was an inspiring leader to so many of us and we will really miss her as we carry on this important work on this committee. Thank you very much for your time. Now I will pass on to dan.

**Dan Cogen:** Thank you, pei-ru. Greetings, my name is dan cogan, and I represent the burgervilles that are in east Portland. I'm a member of the epap economic development subcommittee and the epap representative to the mayor's economic development cabinet. This year with the support and commitment of the city's Portland development commission, our committee was able to commission an economic development assessment for the area within the epap boundary. And you all should have our draft with the documents you've received. Although preliminary this draft has already shown us several assets that go against the preconceived perception of this area. Such as above average high school graduation rates compared to the city as a whole. Also, still a target for improvement, the east Portland crime rate still falls below downtown and northwest Portland. With half of all the residential housing permitted in east Portland since 1996, we know there's work to be done in partnership with the city to address the economic needs of this community. Epap has supported the city's recent neighborhood bus initiative npi, the full epap has submit add letter of support for the four locations within the boundary, in addition to epap member colleen who convened the parkrose mpi, our economic development subcommittee has three members involved with steering the other locations, jenny, jean, and myself. And we are all encouraged by the recent approval of all six of those mpis. Epap is financially supported the project with a \$3,000 grant recommendation to the midway npi. It's been a very exciting year to see the start of new economic investment in east Portland, and I look forward to seeing the progress of building on this foundation. Thank you all for giving the attention that the east Portland communities deserve, and i'd like to pass it on to frieda with the housing subcommittee.

**Freida Christopher:** Good afternoon, my name is freida christopher, i'm a long-term member of the david douglas school board, the educational foundation and the gateway urac. Today i'm here to speak as cochair of the housing subcommittee for epap. Jean demister, director of human solutions and I are the cochairs of this new committee. As katie mentioned, we come from very different spectrums of this issue. I have been trying to bring to light the increase in tax exempt property and the concentration of affordable housing in the david douglas area for many years. And i've watched during my tenure as a school board member our free and reduced lunch program go from 39% to 79% districtwide, with some schools getting close to 90% now. Whereas jean as director of human solutions has a passion for providing good quality housing for families in our most -- one of our neediest populations, and has worked tirelessly in this area. Human solutions has built many affordable housing complex within east Portland. And on occasion over the years, human solutions members are represented and I have bumped heads regarding where it was being built. But we've come together to forge a common goal with other members of the community and cities that we -- at what we feel is a high priority issue. What is unique is that within two meetings, we came, we reached a common ground, with a goal that 100% of the committee can support. I would like to share this goal with you since it clearly states what we want in east Portland as it relates to housing. To find common ground in supporting a range of housing types in east Portland as a means to strengthen a livable community, encouraging healthy complete and stable neighborhoods, and

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promoting family wage jobs. A range of housing types is mandatory to include rental housing and homeownership as well as housing for people at various income levels. In a few short months, I should say in a few short meetings, we have established that goal, our purpose, and prioritized the action item in east Portland action plan related to housing. Currently we're an information gathering stage because good recommendation and achievable goals cannot be reached without current quality data. We are already receiving information on zoning and the rentals inspection programs currently available. We are now gathering information on tax abate and exempt property in east Portland as compared to the city as a whole and what types of property is there and what those programs need. Plus we're gathering information to how schools are funding and the impact of tax exemptions on their funding. It is important that we all -- since we all come from different levels of understanding and knowledge, that we be educated on the various issues and the impact that housing -- on housing and how housing impacts all the other areas in the community. In march we've invited some developers to share with our community what is needed for them to build mixed use and higher end housing and what keeps them from building it in east Portland. We're tackling a very complex issue that is not isolated with just housing. But involves our schools, infrastructure, transportation Community businesses and so much more. We cannot work in isolation and we hope to achieve our goal through collaboration with the city bureaus, businesses, community members, and other organizations and agencies. I want to thank you for your time, and that the time i'd like to introduce kim, tom, and marie.

**Adams:** Thank you. Welcome.

**Kim Breckel:** Thank you mayor and councilman members. My name is kim breckel, and i'm here representing maxaction. It's a subcommittee of the east Portland action plan. Maxaction was awarded an epap grant last year. Our grant was for \$524. That amount is going to become important at the end of this. Maxaction hosted three litter clean-ups along the max, we did two graffiti trainings that included litter clean-ups, and two neighborhood area litter clean-ups. Every event averaged 20 volunteers, many from the surrounding neighborhoods, at our spring break event we had 25 volunteers aging from 6-60 years old. They collected 1,620 pounds of mixed waste, and 130 pounds of recycled material that was just one of our clean-ups. During our graffiti clean-up we trained 10 new graffiti volunteers on average, after every graffiti training new volunteers were given a graffiti removal kit and they volunteered to continue removing graffiti in their neighborhoods. Volunteers hosted several nights of -- at the 148th street max station and three maxaction neighbors pick up litter continually along the max line weekly. Maxaction safety vests and grippers were purchased with the grant funds. And they have been utilized in all these events as well as events by glen fair neighborhood association and many gateway area clean-ups. The vest and grippers are available through the east Portland neighborhood office for any event that needs visible and safe volunteers. Other contributors that we partnered with include solv, a local starbucks, tom barnes and the east Portland graffiti abatement program, jefferson smith's office and second stories. We are currently partnering with tri-met to garner together a pilot prom that we're pretty close to finalizing the document. Maxaction volunteered 540 hours of volunteer time estimated at 9,180 dollars worth of monetary value and sweat equity in the neighborhoods and community. And now i'll pass it to tom.

**Tom Barnes:** Thank you, kim. I'm tom barnes, I was cochair of the epap powell boulevard subcommittee, and i'm a member of the powell boulevard since working group. Last year I spoke to city council about the formation of our group and for our hopes of coming to an agreement with odot for improving powell boulevard from i-5 to the east city Boundary. In that testimony I stated our desire to have a three-lane improvement for powell boulevard with center turn lanes, bike lanes, sidewalks, improved bus stops, bioswells, and a designated street crossings. This year i'm pleased to tell you the citizens working group has come to an agreement with odot for just such a vision. In this point was not easy or fun, we had several meetings with representatives from both odot and

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pbot, which became quite intense on more than one occasion. With the assistance of both pbot, epap and others, we were able to reach this agreement with the Oregon department of transportation to create a plan for powell boulevard that will not only meet future traffic needs for the motorists, but also addressed needs of pedestrians, bicyclists, and the neighborhoods. Even though powell boulevard is considered a state roadway, it is truly a neighborhood street, powell boulevard goes through the heart of two neighborhoods and borders two other neighborhoods from i-205 to the city boundary. With the vision of powell boulevard that the citizens working group has endorsed, we have been able to retain the look and feel of a city boulevard. In addition to the powell boulevard project, we are further encouraged that we have planned to spend \$5.5 million through the state transportation improvement program to invest in a safety project on outer Southeast powell boulevard between 122nd and 136th. While this is a great first step for improving powell boulevard, the work is far from over. The next step will be to ask city council to endorse this project and then to find funding. We have made our first small step, but first steps must be taken. I know we'll have many more intense discussions ahead of us and we'll be in front of city council many more times giving updates and asking for help. Because being we are east Portlanders we'd like to see powell boulevard improve even farther than what it's been stated. We envision a powell boulevard as a main street with zoning changes that will encourage small shops and eateries to populate different areas of powell boulevard from i-205 east. We dream big in east Portland because most of the time that's all we have is our dreams. We have very little money, and very little infrastructure. But we have dreams and hard working people that will not stop until those dreams come true. The epap is living proof of that. Thank you for your time, your support of east Portland and epap. I'm going to hand off to marie.

**Marie Manuel:** Thanks, tom. Good afternoon, i'm marie manuel, and I cochair the subcommittee of the east Portland action plan alongside melissa, who is in the audience But will not be speaking today. In my day job I work with various youth in schools throughout east county. So I know that from the school districting alone, there is such great geographic dispersal from among these different groups of youth. But with 40% of students living in east Portland, their voice is one that cannot be missed. And that is what our group east pdx youth is here to serve. We work to inform the youth about city and county policy and changes that affect them. We provide them with the support and resources they need to come together to truly figure out exactly what they want to create in their own community and the kinds of changes and i'm improvements they want to make. Because who better to support east Portland's fair share of resources than those who will be using the most. Currently we have an amazing group of 10 diverse young people from david douglas high school. And three of them are members of the youth subcommittee and are here today to speak on behalf of their experience as youth in east Portland and their involvement in the youth subcommittee. So speaking next will be megan, mary, and cassidy.

**Adams:** Welcome. Glad you're here.

**Megan Bier:** Hi, i'm megan bier, a junior at david allowing has high school. I joined the epap youth subcommittee in december, and we meet around two times a month. And since that time we mainly focus on how we can get youths involved with different after school activities. So that they're in positive environments with positive peers and adults. We also so we were thinking about trying to start a teen center and we want to start out smaller and grow and so we were thinking that we could have like a teen night where we rent out a different center once a month and also we were thinking about maybe starting a community garden around our school that students can be involved in and we're hoping to get parkrose and centennial involved in the epap youth subcommittee. So talk more about the community garden, here's mary.

**Mary Lui:** Hi, i'm mary, i'm from the east pdx youth subcommittee and i'll be talking about the community garden. We are thinking about a short-term goal, which is the community gardens at

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david douglas, and we're applying for a grant at the watershed program. And nancy will talk about the teens night.

**Nancy Velasquez:** Thank you. My name is nancy velasquez, and I started going to these meetings, i'm a senior at david douglas high school, and right now what we're thinking about for floating teen nights is like just gathering a lot of people and putting the word out to a lot of schools and people in our community to step up and come together and have like a fun night, and just like meeting other people, and just learning what we can do besides school, you know, because we have school And after school, what do we do, with homework and what else? We want to give back to the community and meet other people. And we have applied for the youth action grant, so that can help us fund those teen nights. Hopefully we get that. I'll pass it to chris. Thank you.

**Adams:** Thank you very much. Great job.

**Chris Scarzello, Bureau of Planning and Sustainability:** That's a hard act to follow. Good afternoon mayor and commissioners. I'm chris scarzello, the east district liaison from the bureau of planning and sustainability and the token bureaucrat here today. My bureau is working on a project that will come to you guys in the summer. And the project includes several topics of high importance to east Portland community. And it's called the southeast 122nd avenue rezone project. The project is one that the epap advocated for during last year's budget process and has been a desire of the community for a long time. Project staff are working on recommendations for changes to home business regulations, residential design concepts to help with multifamily transition, and compatibility issues, and proposed zone changes along 122nd avenue between southeast division and southeast foster. As you're likely aware, economic development and bringing jobs to east Portland is a key element of the epap. The focus on home businesses as a step to help enterprising individuals and families get a start by work can out of their homes is an easy way the city can help grow locally owned businesses. You also likely have heard new infill multifamily buildings are incompatible with existing single family homes. Especially in outer southeast areas where the single family development style is suburban or semi rural. Project staff are investigating various design solutions to help address compatibility and transition issues that can be easily incorporated into the building permit process with no extra review required of developers. Much like the base zone design standards. Staff hopes to keep momentum on the topic by incorporating the result into a citywide project. And by now you are also aware the south end of 122nd avenue roughly between division and foster, lacks neighborhood serving businesses and access to fresh food and grocery stores. In fact, the albertsons located at division and 122nd avenue has closed and most community members need to travel farther north or east for groceries and many services. The main goal of the 122nd avenue rezone project is to determine the best location for additional commercial zoning and the ideal type of commercial zoning to if it the needs of the community. And as I said earlier the project team will bring the project to city council in early summer for your approval and adoption zone changes. The zone changes that will Result from the project represent one recommendation from the 122nd avenue pilot project completed in 2010, which itself was one recommendation from the east Portland action plan. The project is a very small example of how the city can help address community identified issues as identified and listed in the east Portland action plan. This particular project is identified in east Portland action plan under action item cm 1.1, review commercial and mixed use zonings throughout east Portland, consider adding to deficient areas to provide neighborhood servicing, consider access and walkability, equitably throughout the area. The east Portland action plan notes indicates that this is a 20-minute neighborhood concept that could be considered as part of the Portland plan. And guess what? The 20-minute neighborhood concept was part of the Portland plan. But the small segment of 122nd avenue that is part of the 122nd avenue project is really just a starting point. There are so many other areas in east Portland that need the same level of attention. So we want to thank you again for your continued interest in east Portland. And now i'm going to turn it over to lore.

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**Lore Wintergreen, Office of Neighborhood Involvement:** Hello mayor and commissioners. Thank you for having us here today. My name is lore wintergreen, i'm with the action plan and i'm Part of the grants committee. The epap grants program is a mechanism that actively addresses epap structures guiding principles that were mentioned by katie larsell. The principles form the group's operation. Work toward action plan implementation builds lasting leadership, developed partnerships, respect and value differences, ensure participation equitably, and prioritize underrepresented community involvement. Epap grants have served as incentive to bring resource and partnership to east Portland. This past year the 2011 grant awardees finalized their projects. Leveraging over 350,000 dollars, an estimated 646%. While addressing the guiding principles. The \$64,000 funded to eight civic engagement grant opportunities to the following criteria. Experience with cultural specific underserved populations with language appropriate communications. Experience took community involvement with culturally specific populations. Experience leading entry level civic engagement training, community building leading to more community involvement, promotion of health and well-being of families, children, individuals, and communities, involvement between multiple partners. You'll see on the slides those that received those grants. And they are in process right now with a deadline of december 30th, 2012. Now we want to introduce some of the epap grant partners. Most who have become leaders in directing the east Portland action plan implementation. Speaking next will be claudia and maria luisa and they will have interpretation by jessica.

**Claudia Carrillo:** [speaking spanish]

**Jessica Dover,i:** I'm going to interpret. Good afternoon, and thank you for your time. My name is Claudia carrillo, and i'm with the latino community and the project is connection latino. Our mission is to help the latino community to get involved with this country to informational and educational workshops. This group is made up of five latino women that are volunteering in the schools and seeing the needs of the people. Three years ago we started to talk about how we could help our community. The hispanic population is growing. And we also saw that when a problem happened, big or small, people don't know what to do or where they can go to get help. We want for people and family to know where they can go to get help and that they know they can help themselves to have healthy and informed families and our goal is to inform them and to give them tools so they can help themselves and others. We put together workshops with the help of other organizations such as epap. We are members of the community in which we serve and we hope that this helps to eliminate barriers in our community. It's important to recognize that the latino community doesn't always speak english and we feel a lot of barriers including fear upon asking for information. The work that we did at ventura elementary school consisted of three workshops. The mexican consulate explained about resources that they have in order to serve the community and how they can help the family, dhs the department of human services let us know more about the laws of the country, and a representative from the unica project came to talk about domestic violence and sexual abuse against women. The principal was a great support for our organization, because this is the first time these type of classes were given in the schools. We gave information to 66 people and we provided child care to 88. We had a delicious dinner and we raffled off some small gifts to the families that came. Some people in ventura had been telling us they want more workshops and shaver elementary school has asked us when we can bring these workshops and information to serve their families and parents. Thank you. And now I will pass to -- .

**Wintergreen:** You're passing to natalya, victor, and jenny.

**Natalya Sobolevskaya:** Good afternoon mayor and commission. My name is natalya sobolevskaya, i'm a member of civic engagement, east Portland action plan since 2009. I'm a community leader for russian speaking slavic community in east Portland. The plan -- begin at home project for russian speak community. The crime prevention workshop for 15 people, 20 people actively participating. It's snag my community wants to know more about. This workshop

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covers american criminal justice, type of crime, measure 11, communication with police, again involvement prevention, organizing neighborhood watch, child abuse, and domestic violence and civic engagement. Our participants are -- attention to all question they act. We received positive feedback from all participants. They all say they have never heard the commission before, they are asking when we will be doing more workshops on other topics and a repeat of this for people they know. We and our participants still have to -- this grant opportunity that came through just because of east Portland action plan and especially due to hard work of lore wintergreen, and civic engagement meeting. Thank you for your time. And I pass to victor.

**Victor Salinas:** Thank you. Good afternoon mayor Adams, commissioners. My name is victor salinas, and i'm a coordinator for latino network leadership and civic engagement program. We provide transformative opportunities, services, and advocacy for the education, Leadership, and civic engagement of our youth, families, and communities. In june of 2011 we embarked on a project with east Portland action plan and centered on community building. Our goal was to involve latinos in east Portland who had not yet been as actively involved in city planning and projects and to build capacity for participating and lobby advocacy, participation, and partnerships.

At latino network we facilitate the leed academy, a year-round training program focused on community organizing, leadership development, civic engagement and improving community government relations. We partner with metro on their increase latino public voice and decision making. We collaborate with city on the Portland plan to be sure the needs of the next generation of latinos are met. We hold training session in council chambers here and city hall and in Multnomah county buildings to expose our community to spaces where public policy and decisions are made. With the support we've received from east Portland action plan and the city of Portland's office of neighborhood involvement, we are increasing the capacity and public participation of latinos living in Portland. Thank you and now i'd like to pass to jenny glass.

**Jenny Glass:** Hello. Good afternoon, my name is jenny glass, i'm the executive director of the rosewood Initiative, a member of the east Portland action plan economic development subcommittee. The rosewood initiative is a community-based nonprofit working on neighborhood improvement in outer east Portland. Our work focuses on connecting and empowering community members through opportunities to work with one another and with partners on shared goals. We're building rosewood cafe and are already using the space to hold activities like weekly youth nights, monthly public safety meetings and neighborhood prosperity initiative organizing meetings. Epap supported -- support my position last year with the centennial neighborhood through a \$2800 grant.

I was able to spent year listening to this community and our strengths and concerns that would motivate them to work together. I became involved with the rosewood initiative as an opportunity to connect neighbors within an immediate tangible project as well as long-term goals, safety and economic vitality. The challenges facing the rosewood area are sometimes daunting. We have a dense population of low-income residents, a lagging commercial district, high crime, and few activities and resources for youth and families. We also have an amazing amount of diversity to make real long-term change. Decades of external factors have shaped rosewood into what it is today. And we know it will take dedication from the community and from our partners and epap, the city of Portland, and gresham, the Portland police bureau and others to turn this around. Building the rosewood cafe is empowering neighbors to improve their community. Last year dozens of volunteers gave over 2,000 hours to activities and projects through the rosewood initiative. Leader are emerging in the neighborhood and connecting to amazing work going on around the city. East Portland action plan has recognize our efforts and is support can us with another \$5,000 grant for 2012. Connections made through ehappen have been crucial in bringing attention to the struggling community. Through the economic development subcommittee we've connected rosewood to east Portland and citywide economic strategies. In november of 2011 the city and Portland development commission proposed the rosewood district to participate in the



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neighborhood prosperity initiative. We're currently taking action to organize and vision a healthy rosewood community and partnership with pdc. I'd like to thank the city for supporting the east Portland action plan and our work to bring much needed resources to the edges of our city. Now i'm going pass to it katie larsell.

**Fritz:** Thank you all for your work.

**Adams:** Thank you very much.

**Katie Larsell:** i'm the final speaker. I just wanted to take the time and -- to thank you. Thank you mayor Adams and city commissioners, for being strong supporters of the east Portland action plan. I hope you see from our presentation the variety and intensity of effort in east Portland. I hope you know that we cannot do it without you. In my introduction I listed our other partners such as metro and odot, tri-met and Multnomah county, and we're grateful for them. But right now I want to focus on the city of Portland and what you have done. First the mayor and the council have supported the epap this past year with \$280,000 which we have used for our advocate position, our operating budget, two grant programs, and the east Portland economic development assessment. The office of neighborhood involvement has provided the epap program with ongoing support while the water bureau has literally sheltered us in a centrally located and beautiful hydropark.

**Leonard:** Shhh, don't tell anybody.

**Larsell:** There's no one here but us.

**Adams:** Strike that from the minutes.

**Larsell:** I think they're filming us. In addition, the city has been investing in east Portland, and the bureau of transportation produced the east Portland in motion strategy and are implementing \$8 million in pedestrian improvements along with many other transportation improvements, including work on High crash corridors, lid outreach and safe routes to school improvements. Under the guidance of mayor Adams the pdc has worked with the community to build neighborhood economic strategy and brought the Portland prosperity initiatives to four business districts in east Portland. Planning and sustainability is 122nd avenue work changed from a first stage pilot project to a much needed rezoning pilot project. The mayor partnered with parkrose high school to develop a community school soccer field. Yeah. The city established the citywide tree project and the bureau of environmental services also helped fund friends of trees plantings in east Portland including along the i-205 multiuse path. The city established geographic mapping of the city budget, the bureau of development services staffed the east Portland enhanced housings inspector position, to help maintain safe housing. The powell butte reservoir project, it's for the whole city, but commissioner Leonard has ensured the work is done respectfully and with an eye to enhancing this beautiful park. Thank you. Parks acquired the wilkes headwaters and accessed properties to -- access properties to raymond park. In other words, we needed to be able to get there. Commissioner Fish launched the e-205 parks improvement effort to add amenities to east Portland parks. Commissioner Saltzman worked with the bureau of environmental services to implement the johnson creek floodplain restoration project and various spring water wetlands restorations. In a way that addresses the serious need and enhanced that area of the city. Portland police partnered with gresham police to provide better service on the gresham Portland border. And commissioner Fish, Fritz, i'm sorry, leading the work to address equity in Portland, which will serve the east Portland community well. This is a lot. And we thank you. We hope that we can contributed to these projects as you have charged us. By providing leadership and guidance when needed. We strive always to be good partners. And that concludes this east Portland action plan's report.

[applause]

**Adams:** What would you say the biggest lesson learned, a big lesson learned from your efforts thus far? And how to get things actually done?

**Larsell:** There's a lot of things, but I can only speak for myself. I would urge anyone who wanted to join me to do so. But one was the -- was the getting involved and all the different levels. And

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getting to know people in those agencies. I don't know if you heard the word partner, but we try and partner. That's what we do. That doesn't mean we're always going along with everything. But when you're partnering with somebody you're respectful. So yeah: I think that's the -- that's the lesson I learned. What did you learn, tom?

**Tom Barnes:** As far as my take, purely with the powell boulevard, we ran into some roadblocks. We had some issues and it was amazing the outreach to different areas of the government. Different bureaus of the government, and employees of the government that came forward to help us negotiate and get past our roadblock, so to speak. And it's -- the networking that we were able to do and the disappearance -- the dissolving of lines, there's always been this, you can't go there. You have to stay within your little area of expertise or what you're working on. And by the time we were done with powell boulevard we found it was really easy to pick up the phone and call just about anybody we needed to. And they didn't slam down the phone, they didn't close the door, there's pretty much an open policy with all of the city government. And that kind of was surprising. Because we never realized that was truly there as far as I was concerned.

**Adams:** Great answers.

**Larsell:** I do want to say one more thing. Just having that one staff person makes a huge difference. It is really hard to organize people who are all volunteering by yourselves. I just don't think -- you wouldn't be getting that return on investment that you're getting.

**Wintergreen:** As that one staff person, I would say what I learned recently, as when you have an employee you want somebody who comes to you not just with a problem, but with an idea of the solution. And then who's ready to partner with you on adding value to that solution. And that's what i've seen the east Portland action plan members do. They look at the issues, they come with proposals for how to address those issues, and they come prepared to work in partnership to resolve those. And i've just been so impressed with the people I get to work with.

**Adams:** Other comments from council? We're going to vote, but before we do that, is anyone else signed up? All right. Would you please call the roll. Please call the vote.

**Fritz:** Thank you for all of your work for your partnership. Thank you for that list of how we have worked together, and it was exciting to me 20 years ago when I first started participating from southwest Portland at another relatively recently annexed area, that I could pick up the phone and people would talk to me and city staff would help. And so I think when people feel unheard, sometimes they haven't tried picking up the phone and working together with a community. Certainly having the one staff person makes a huge difference, but having this particular staff person makes a bigger difference. And not everybody could coordinate the 63 active participants and multiple projects the way you do, so I know everybody truly appreciates what you do and wants to continue to support it. This is an amazing report for an investment of \$274,000. That you leveraged all of this community work, you've said in one particular grant the amount the dollar figure for the volunteer hours. But you've done more than done the projects. You've built community, you've built relationships, I loved hearing about the housing committee, having the two different viewpoints. And that's what we need in Portland. Especially in these tough times. Is getting people who don't necessarily agree to work together, because when you have very different opinions, you often get to a solution that neither have thought of in the first place, or that works better for everybody. So that exemplifies what the east Portland action plan has accomplish and will continue to accomplish. In partnering with the community, government can't do it all, the community can't do it all. Together we can do more than any one of us could even dream of accomplishing. And you've done that. So thank you. I wanted to mention also one particular piece, I appreciated the report from the ventura school project. And I like the fact that you didn't require the applications for the grant to be in english. And we can all learn from that. And again, that's part of our equity work. We don't have to make our applications double spaced and a certain font. That doesn't matter. What matters is the concept and can you put together the coalition that

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can make things happen and make people who haven't previously felt connected to the city know that taxes support everyone and this is very, very wide use of taxpayers money. I'm thrilled to have been a part of it from the second month that I was on the council when we voted on the plan, to now hopefully seeing it continue to blossom and flourish. Because when you get a good thing going it continues to grow and to go. So i'm very committed to continuing to work with you on that. Aye.

**Fish:** First I want to thank commissioner Fritz for her strong leadership of oni and her commitment to these kinds of community partnerships. It does take strong leadership and she's very passionate about this work. So thank you for bringing the report forward. To everyone who has participated today, thank you for your presentations. The two bureaus that I am proud to lead, parks and housing, are proud to be partners with each of you in making progress in east Portland. And we have done a lot of good work together and we'll continue to do good work together, and we are honored to be part of your team. And katie, in the presentation both you and frieda sort of alluded to a housing piece, I want to say that to frieda christopher, the issues you raised about tax abatements, impact on the community, impact on the tax base, those are really important questions for us to make good policy. And I want to publicly thank katie for serving on the big look committee that just completed its --

**Larsell:** No, I didn't.

**Fish:** Annette. Katie annette served on that committee and raised those issues and I think we're going to make progress. We're going to come back to council in about a month for some recommendations. We hope to have better data and a chance to make better policy going forward. But thanks to everybody for your good work. And we're very pleased. You make it easy for us to partner with you. Thank you. Aye.

**Leonard:** I've benefited from many good relationships since i've been in politics. One of them that i'm very proud of is with jeff merkley. We served together in the Oregon legislature, and when he rose to be speaker of the Oregon house, we continued having conversations and we both recognized a need to have a very specific set of goals for east Portland that were crafted for the city, that the state really shouldn't do, but the city probably should have done long before that. So working with jeff I introduced resolution that created this forum, and I worked with the council in 2007 to secure the first \$200,000 that created the east Portland action plan group. And attended many of the first initial meetings. I couldn't have imagined I don't think jeff would tell you he could have imagined it would have developed itself to this really fine place that you have guided. It's been money and time very well spent, and I will tell you not something I thought I would look back on and think that's one of those things i'm glad I did, but I see it was really a good idea and something i'm very pleased that I did. And also quite honestly, i'm very happy that we took at hazelwood a boarded up old musty building and took the boards off and put new carpet in for the east Portland office coalition office to use and for you all to use for your meetings. I will defend using city resources for the citizens to take advantage of. I'm happy you like the building, i'm happy you have embraced this work and it's been fascinating to watch. I look forward to help you as much as I can. Aye.

**Adams:** I really enjoyed our conversation the other day. An opportunity to dig even a little farther into the details of what has been accomplished and how you've accomplished it. My thanks to each and every one of you, and all of the folks who couldn't make it here. My thanks to them as well. It just goes to show the power of community building and the power of public-private partnerships, and I want to thank commissioner Fritz and commissioner Leonard and I know we are definitely a better transportation bureau and we are better development commission, and we are a better planning and sustainability bureau as well, because of our partnership with you. So you've given us a great lasting gift in addition to the specific accomplishments. We talked about relationships that you've made in the institution and public agencies, and it really goes both ways. The relationships that our teams have been able to make with all of you again has made us a better city. So thank you all very much. Aye. [gavel pounded] so approved. We are adjourned.

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At 3:09 p.m. Council adjourned.