



CITY OF
PORTLAND, OREGON

**OFFICIAL
MINUTES**

A REGULAR MEETING OF THE COUNCIL OF THE CITY OF PORTLAND, OREGON WAS HELD THIS 29TH DAY OF AUGUST, 2012 AT 9:30 A.M.

THOSE PRESENT WERE: Mayor Adams, Presiding; Commissioners Fish, Fritz, Leonard and Saltzman, 5. Commissioner Saltzman presided from 9:30-10:00 a.m.

Commissioner Saltzman arrived at 9:34 a.m.
Mayor Adams arrived at 10:00 a.m.

At 9:50 a.m., Council recessed.
At 9:58 a.m., Council reconvened.

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

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

COMMUNICATIONS		Disposition:
932	Request of Kernel Moses to address Council regarding the current moral leadership crisis (Communication)	PLACED ON FILE
933	Request of Barry Joe Stull to address Council regarding the moral profile of a leader (Communication)	PLACED ON FILE
934	Request of Arthur Lewellan to address Council regarding additional evidence against West Hayden island Marine Terminal (Communication)	PLACED ON FILE
935	Request of Raquel Bournhonesque to address Council regarding water fluoridation (Communication)	PLACED ON FILE
936	Request of Alberto Moreno to address Council regarding support of water fluoridation (Communication)	PLACED ON FILE
TIMES CERTAIN		
937	TIME CERTAIN: 9:30 AM – Portland State University Hatfield School of Government-Tokyo Foundation Intensive Training for Japanese Municipal Officers (Presentation introduced by Mayor Adams) 30 minutes requested	PLACED ON FILE

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<p>*938 TIME CERTAIN: 10:00 AM – Authorize a loan of up to \$3.4 million of Tax Increment Financing for the acquisition and rehabilitation of the 1200 Building to preserve an expiring Section 8 rental assistance contract serving the elderly and disabled and to preserve 89 units of affordable housing in the South Park Blocks (Ordinance introduced by Commissioner Fish) 20 minutes requested</p> <p>(Y-5)</p>	<p>185577</p>	
<p>*939 TIME CERTAIN: 10:20 AM – Authorize the addition of New Water Avenue as a betterment to the Portland to Milwaukie Light Rail Project and execution of the Design and Construction Funding Agreement with TriMet, Portland Development Commission and Oregon Museum of Science and Industry (Ordinance introduced by Mayor Adams) 30 minutes requested for items 939-941</p> <p>(Y-5)</p>	<p>185578</p>	
<p>*940 Authorize SE Water Avenue Property Transaction Coordination Agreement for relocation of SE Water Avenue with TriMet, Oregon Museum of Science and Industry, Portland Opera, Portland General Electric and Oregon Pacific Railroad (Ordinance introduced by Mayor Adams)</p> <p>(Y-5)</p>	<p>185579</p>	
<p>*941 Authorize the addition of the Clinton to the River Multi-Use Path Project as a betterment to the Portland to Milwaukie Light Rail Project (Ordinance introduced by Mayor Adams)</p> <p>(Y-5)</p>	<p>185580</p>	
<p style="text-align: center;">CONSENT AGENDA – NO DISCUSSION</p> <p style="text-align: center;">Mayor Sam Adams</p> <p>942 Reappoint Jane Hansen and appoint Jeffrey Simpson to the Design Commission for terms to expire August 15, 2016 (Report)</p> <p>(Y-4)</p>		<p>CONFIRMED</p>
<p>943 Authorize a grant to provide First Stop Portland, a program of the College of Urban and Public Affairs at Portland State University, \$15,000 to help pay for costs associated with its program operations (Second Reading Agenda 895)</p> <p>(Y-4)</p>	<p>185562</p>	
<p style="text-align: center;">Office of Management and Finance</p> <p>944 Accept bid of Kodiak Pacific Construction for the Foster-Woodstock: SE 87th Ave to SE 101st Ave project for \$1,864,864 (Procurement Report – Bid No. 114142)</p> <p>(Y-4)</p>		<p>ACCEPTED PREPARE CONTRACT</p>
<p>945 Accept bid of Civilworks NW, Inc. for the 2012 Local Improvement District - Phase 2 for \$595,014 (Procurement Report – Bid No. 114626)</p> <p>(Y-4)</p>	<p>ACCEPTED PREPARE CONTRACT</p>	

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<p>*946 Authorize an Intergovernmental Agreement with the Portland Development Commission for compliance and other services for Equal Employment Opportunity, Business and Workforce Equity Programs and the South Waterfront Central District (Ordinance) (Y-4)</p>	<p>185563</p>
<p>*947 Authorize an Intergovernmental Agreement with the Portland Development Commission for economic development activities (Ordinance) (Y-4)</p>	<p>185564</p>
<p>*948 Authorize a contract to purchase one aerial maintenance truck for \$105,000 (Ordinance) (Y-4)</p>	<p>185565</p>
<p>*949 Authorize contract with FFA Architecture and Interiors, Inc. in the amount of \$2,043,452 to provide architectural and engineering services for The Portland Building Exterior Envelope Restoration and Structural Improvements project (Ordinance) (Y-4)</p>	<p>185566</p>
<p>*950 Authorize a contract with EPI-USE America, Inc. for services to re-engineer and resolve City time and payroll processes and issues (Ordinance) (Y-4)</p>	<p>185567</p>
<p>951 Clarify and update sections of Code governing the Office of Community Technology and Revenue Bureau (Second Reading Agenda 907; amend Code Sections 3.114.010 and 3.15.060) (Y-4)</p>	<p>185568</p>
<p>952 Repeal outdated sections of Code addressing responsibilities for the Civic Stadium (Second Reading Agenda 908; repeal Code Sections 3.26.060, 3.106.070 and 20.28.010) (Y-4)</p>	<p>185569</p>
<p>Commissioner Dan Saltzman Position No. 3</p>	
<p>953 Authorize grant agreement with E2 Foundation to fund Outdoor School (Second Reading Agenda 910) (Y-4)</p>	<p>185570</p>
<p>Bureau of Environmental Services</p>	
<p>954 Authorize a contract and provide payment for construction of the South Airport Basin Phase 4 Pump Stations and NE 47th Ave Frontage Improvements Project No. E06790 (Ordinance)</p>	<p>PASSED TO SECOND READING SEPTEMBER 5, 2012 AT 9:30 AM</p>
<p>955 Authorize a contract and provide for payment for the construction of the NE Klickitat Neighborhood Greenway Project No. E10126 (Ordinance)</p>	<p>PASSED TO SECOND READING SEPTEMBER 5, 2012 AT 9:30 AM</p>

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**Commissioner Randy Leonard
Position No. 4**

***956** Release \$25,000 in grant funds to VOZ:Workers' Rights Education to operate and maintain their day labor hire site in Portland as approved by Council (Ordinance)
(Y-4)

185571

**Commissioner Amanda Fritz
Position No. 1**

***957** Authorize a grant agreement with Oregon Partnership/Lines for Life providing \$150,000 to expand the capacity of suicide counseling programs (Ordinance)
(Y-4)

185572

Bureau of Emergency Communications

***958** Authorize an Intergovernmental Agreement with Port of Portland to allow Bureau of Emergency Communications to provide the Port with remote access to the computer aided dispatch system (Ordinance)
(Y-4)

185573

**Commissioner Nick Fish
Position No. 2**

Portland Housing Bureau

***959** Authorize a contract with Home Forward to provide payment for delivery of short-term rent assistance funded by U.S. Department of Housing and Urban Development Emergency Solutions Grants (Ordinance)
(Y-4)

185574

Portland Parks & Recreation

***960** Accept private grant from The Trust for Public Land to benefit the River View Natural Area (Ordinance)
(Y-4)

185575

961 Authorize a contract with Portland Habilitation Center Northwest, Inc. for janitorial services at multiple Portland Parks & Recreation locations (Second Reading Agenda 918)
(Y-4)

185576

REGULAR AGENDA

Mayor Sam Adams

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Bureau of Emergency Management		
962	Adopt the Portland Local Energy Assurance Plan as an appendix to the Basic Emergency Operations Plan (Resolution) (Y-5)	36951
Bureau of Police		
963	Allow Portland Police Bureau to accept gifts from organizations to fund emergency services for survivors of domestic violence or human trafficking or other uniquely vulnerable individuals in immediate need of emergency help (Ordinance)	PASSED TO SECOND READING SEPTEMBER 5, 2012 AT 9:30 AM
964	Authorize an Intergovernmental Agreement with Home Forward for Portland Police Bureau to provide police officer patrol services at New Columbia housing sites (Second Reading Agenda 925) (Y-5)	185581
965	Authorize the Chief of Police to execute a Memorandum of Agreement with Oregon Health and Sciences University for the use of the Portland Police Bureau Property Evidence Warehouse (Second Reading Agenda 926) (Y-5)	185582
Office of Management and Finance		
966	Authorize sewer revenue bonds to continue the sewer system capital improvement program (Second Reading Agenda 929) (Y-5)	185583
Commissioner Dan Saltzman Position No. 3		
Bureau of Environmental Services		
967	Assess benefited properties for sanitary sewer improvements in the Royal Highlands Phase II Local Improvement District (Hearing; Ordinance; C-10033)	PASSED TO SECOND READING SEPTEMBER 5, 2012 AT 9:30 AM
City Auditor LaVonne Griffin-Valade		
968	Assess property for sidewalk repair by the Bureau of Maintenance (Hearing; Ordinance; Y1078) 10 minutes requested	PASSED TO SECOND READING SEPTEMBER 5, 2012 AT 9:30 AM

At 11:00 a.m., Council recessed.

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A RECESSED MEETING OF THE COUNCIL OF THE CITY OF PORTLAND,
OREGON WAS HELD THIS 29ND DAY OF AUGUST, 2012 AT 6:00 P.M.

LOCATION: Rigler School Auditorium - 5401 NE Prescott St

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

OFFICERS IN ATTENDANCE: Karla Moore-Love, Clerk of the Council; Harry Auerbach, Chief Deputy City Attorney; and Harry Jackson, Sergeant at Arms.

<p>969 TIME CERTAIN: 6:00 PM – Amend Portland’s Comprehensive Plan Map and Zoning Map for properties along and near the Cully Commercial Corridor (Ordinance introduced by Mayor Adams; amend Title 33, Comprehensive Plan Map) 2 hours requested for items 969-971</p> <p>Motion to remove greenway designation on NE Alberta between NE 72nd and NE 77th, Figure 8: Pedestrian-Bicycle Routes Map on page 37 of the exhibit: Moved by Commissioner Saltzman and seconded by Commissioner Fish (Y-4)</p> <p>Motion to rename the project to Cully Commercial Corridor and Local Street Plan to prevent any potential confusion with another program: Moved by Mayor Adams and seconded by Commissioner Fish (Y-4)</p>	<p>Disposition:</p> <p>PASSED TO SECOND READING AS AMENDED SEPTEMBER 5, 2012 AT 9:30 AM</p>
<p>970 Adopt the transportation recommendations contained within the Cully Commercial Corridor and Local Street Plan as the strategy for developing the transportation system in the Cully Neighborhood (Resolution introduced by Mayor Adams)</p> <p>Motion to rename the project to Cully Commercial Corridor and Local Street Plan to prevent any potential confusion with another program: Moved by Mayor Adams and seconded by Commissioner Fish (Y-4)</p>	<p>36952 AS AMENDED</p>

- 971** Use the Cully Neighborhood as a case study to address the issues of and proactive strategies related to gentrification and displacement (Resolution introduced by Mayor Adams)
- Motion to rename the project to Cully Commercial Corridor and Local Street Plan to prevent any potential confusion with another program:** Moved by Mayor Adams and seconded by Commissioner Fish (Y-4)
- Motion to revise Resolved paragraph #1 regarding Portland Plan Action 97:** Moved by Mayor Adams and seconded by Commissioner Saltzman (Y-4)
- Motion to add Resolved paragraph to direct Bureaus to convene a work committee in 60 days on additional land use and zoning tools to advance community goals and to avoid gentrification:** Moved by Mayor Adams and seconded by Commissioner Saltzman (Y-4)

36953
AS AMENDED

At 8:25 p.m., Council adjourned.

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LAVONNE GRIFFIN-VALADE
Auditor of the City of Portland

A handwritten signature in blue ink, appearing to read 'Karla', with a vertical line to the left of the first few letters.

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.

AUGUST 29, 2012 9:30 AM

Saltzman: good morning and welcome to our city council meeting on Wednesday, august 29th.

Karla please call the roll. [roll taken]

Saltzman: ok so we will begin with council communications number 952.

Moore: 932.

Saltzman: 932.

Item 932.

Saltzman: Kernel moses welcome.

*****: Good morning. I picked this day because I don't represent anybody but myself.

Saltzman: You know the routine you have 3 minutes. Give us your name again.

Kernel Moses: Kernel, my friends call me moses, which is on my driver's license. All right. All right, commissioner Leonard made it. Anyway, I have good news for you. This is the last time that you will be seeing me sit here at this table and present to you. I will come back, if I have an invitation, but, i'm done presenting. And that brings me to the bad news, and the bad news is that, that, I really don't believe that, that any of you are really listening. That, or you really don't care. I will go on to explain my statement. Portland is, is, is if looked at as, as one of the, one of the most progressive cities in the united states. We have a history of, of free thinking, and risk-taking, and doing it different here. But, but, despite what, what commissioner Fish said in october of 2009, he said I Believe that, that we need to change the, the ordinances that, that govern, well, it's not a direct quote, but you said that, that, that the statutes around homelessness need to be looked at, and given with a compassionate eye. I'm sorry I don't have the direct quote, but I didn't get it. As you well know, I was arrested on march 2. Some armed thugs came and woke me up out of my sleep and took me to jail. They me that he was erecting the structure and, and interfering with, with a peace officer. Of course, over in the courthouse, the judge found that both those charges were absolutely bogus. So, so, I will certainly accept an apology. And the moral crisis that I want to talk about, about, I have got to hurry up here, sam posted on his facebook page, about, about eliciting comments from concerned citizens about fluoride. 97% of those comments were, please don't fluoridate the water. 97%. Count them, there is like 700 comments. There is probably more than 1,000 now. There is talk of selling our water to nestle. That's a great idea. I better just cut to the chase here. I want to talk about things that I have said here, and I want to repeated them because, because maybe they will, they will make an impact. I will try to read this quickly. I would appreciate it if you would give me few more seconds. We are experiencing a crisis in leadership now, not so much because people lack the qualities necessary for us, but because we systemically invalidate such qualities. It is hard in today's world for person to stand up and, in excellence and power in the public realm. There are a myriad of forces, marshaled against doing so causing a massive drain and spirit drain. Let us support the possibility of greatness in anyone at any time. We must rethink our attitudes about leaders. Or at the rate we're going, we won't have any. We must create ground for leadership in order to prepare the way for great leaders. A politician listens to his or her constituents. Leader, listens to whispers in the wind.

Saltzman: Thank you.

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Moses: Thank you. I won't be seeing again unless I get an invitation, thank you very much. I would be happy to accept that apology on behalf of the police department for hauling me off to jail, totally unreasonably.

Saltzman: Ok, our next, 733.

Moore: 933.

Item 933.

Saltzman: I don't see Barry here. Barry is not here so let's move onto 934.

Moses: Barry was arrested last night.

Item 934.

Saltzman: Welcome, Mr. Lewellan. Good morning. So you've been here before? As you know, you have three minutes, and if you can start off by giving us your name.

Arthur Lewellean: My name is Arthur Lewellan, and I have come before the council. And Metro. And regarding the Columbia Gorge crossing project. Over the last two years, two years ago, I found that that the project reached a stage of development that I could support because Oregon Highway Department devised a, a, a design for Hayden Island. And called the concept number one. And the design where there was no exits on Hayden Island. None. And the marine drive interchange, rebuild, which is, which is necessary, desperately needed, even though it's been delayed. That design an option for accessing Hayden Island. Most safely. So, I came before the council and Metro and said, in my opinion and with the maps that I have submitted before the city and the Metro, to approve that, that the Hayden Island interchange design, as it is now proposed, is a death trap. I am afraid of it, and everyone I show it to and explain why it's going to end up in multi-car, rear-end collisions. Must be opposed by city council and Metro, and you, city council, left me hanging in the wind, as if my, my effort means nothing to you. And I am and I am taking you to court. That, that affidavit, which, which I just passed up to you, is headed to court. And depending upon the court ruling, I can come back to here, and demand answers from you. I can demand answers from you. You cannot just say we don't care about what you have to say, citizen, you can just, just, yeah, we'll just smile at you and you can go away so, that's the state of my efforts, and I want to come here today and lead with a conciliatory effort. Now, I want to -- I do believe that the Columbia Gorge crossing bridges would have to be replaced, and the design that is most acceptable to people, if they knew about it, is this concept number one, design, that obviously, is, I think, most safe. Safest. Least predictable number of accidents possible on that island. We cannot, we cannot allow a design to be built that will cause accidents and people will die, and I am, I am angry about your accepting an offer that you cannot refuse from the business community of Portland, who wants to import cars and export whatever at that new facility, that marine, marine facility on West Hayden Island. That's my position today. I see my time has run out. Thank you for my -- for this -- anyone to come in here and give me their opinion. I try to be fair. And one thing that I want to add at the end, I wanted to add it first, was that I'm not against Tri-Met relieving the fareless square zone, and I have looked at it, and I think that it is the right move for us to do. This is the way that, that I'm balancing everything. But, I cannot accept the Hayden Island interchange design and, and I want you to, to --

Saltzman: Your time is up.

Lewellan: All right, I want you to look at that -- look at the affidavit there, and it's for your information, and I don't want you to just blow it away it means nothing to you because if the court moves -- I'm coming back, and I am making demands.

Saltzman: Ok. Thank you. Ok. 9:35.

Item 935.

Saltzman: Welcome. So you have, you have three minutes. The clock is in front of you, and if you can give us your name, and your affiliation if you are here representing anyone.

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Raquel Bournhonesque: My name is raquel bournhonesque, and I am the co director of upstream public health. Upstream public health works to improve the health of all Oregonians and to that end I'm here today today to describe Oregon's dental health crisis. Over the past year and a half, I have had almost 100 meetings with Portland, across Portland, preparing for community groups, pediatricians, and emergency room doctors, the question that I ask each is what is your experience dealing with dental health? The stories are shocking. I heard from an e.r. Doctor who said that the dental problems are the second leading cause for night-time emergency room visits. I heard from dr. Mickelson an oncology specialist at doernbecher children's hospital about how he regularly needs to delay the cancer treatment because children's tooth decay and resulting inspections are so severe. I spoke with dr. Phil wu, a pediatrician at kaiser, who said he sees countless patients to give clearance for so they can be put under general anesthesia because their tooth decay and dental work is so substantial. I recently heard from the dental director at virginia garcia dental clinic about a 16-year-old whose teeth were so rotten and few, that he has dentures at 16. I heard from dentist at ohsu's free dental clinic, about the common practice of baby root canals. He said sure, they can pull out rotten baby teeth, but if they can save by doing root canals, sometimes that's preferable. And last november, I visited the mission of mercy, a free two-day dental clinic at the convention center. And watched a few thousand Portlanders line up the night before hoping to get some relief from months of the pain. As a Portland resident, I find these stories appalling, and as a public health professional they are unacceptable because dental disease is 100% preventable. It's now the end august which means kids are going back to school. And it's difficult for children to concentrate and be good students if their mouths hurt. Tooth decay is not only a major factor in children's health costs, but it is one of the leading causes of missed school days. According to the healthy smiles survey, completed by the Oregon health authority, over 35% of Oregon children right now have untreated tooth decay. Compared with only 15% in Washington state. Why do Oregon kids have, over double the rate of tooth decay as Washington kids? Our assessment is that water fluoridation is the single biggest difference. Research shows that water fluoridation is the most effective way to prevent tooth decay, and prevent medical costs and so fluoridating water, Portland's water, would have an impact on the city's overall dental health. Thank you.

Saltzman: Thank you very much. Our last communication, 936.

Item 936.

Saltzman: Welcome. So you have, you have three minutes. The timer is in front of you, if you can give us your name, and if you are representing a group, also, the group director.

Alberto Moreno: Esteemed commissioners, thank you for allowing me three minutes to speak to you about this important issue. My name is alberto moreno, and I am the executive director for the Oregon latino health coalition. I also have the privilege of sitting on the governor's commission for hispanic affairs, and it is my pleasure to be in front of you today. This morning, I am proud to stand with the governor in support of water fluoridation. Our mission, within the Oregon latino health coalition is to ensure that all of our communities have the same access to the need of medical services that they need, including dental care. And as I travel the state, the number one unmet need that we see is, is dental care, there is not enough dentists in the state who are willing or able to take patients who are on medicaid or self paid. Many dentists will ask for \$300, sometimes \$500 up front before they see a patient. Many of our communities cannot afford to do that. In fact, in my travels I have seen grown men turned away from dentists, and their pain is so acute and so severe that they, actually, have gone home, reached for pair of rusty pliers, and pulled out or attempted to pull out their own teeth. And lest you concluded this is an issue only affects communities of color. I know a woman who after she chipped her front tooth, in a horse riding accident, went to the dentist, was unable to come up with the money that she needed, went home, and took a pair, i'm sorry, took a rusty file and proceeded to file down her tooth. This was in the boundaries of this great city of Portland. And in the coming days, you will hear a lot of unproven science or pieces of

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data that are taken out of context, and it is true, it is true that any of these taken in extreme excess can have an adverse effect on our health. It is scientifically proven for example that it is good to drink a gallon of water day. But if you drink five gallons of water in an hour, you will die. Likewise, an apple a day keeps the nice doctor away, but if you routinely ingest what is in this otherwise healthy fruit, you will get arsenic poisoning. I tell you this because anything ingested in excess, including irrational fear, is harmful for the human body. Portland is a great city. It is a progressive city, which I know is committed to doing the right thing for all of us who work tirelessly to move it forward. We look to your leadership, and ask that you add a little fluoride to our water so all of our children will have the same access to dental care and so that they will not in the future need to reach for a rusty pair of pliers. Thank you very much.

Saltzman: Thank you, mr. Moreno. Ok, that brings us to the, to the consent calendar. Anybody who wishes to pull an item from the consent calendar. Ok. Karla, go ahead and call the roll.

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

Saltzman: Aye. Ok. Consent Calendar approved, and we'll go to the first time certain. Number 937.

Item 937.

Moore: They still may be meeting in the Mayor's office.

Saltzman: Yeah. Ok. Why don't we -- well, what's our next time certain, 10:00. Let's go to the regular agenda.

Leonard: The only problem is sometimes people schedule when they are going to be here around when the time certain are, and there are expected to be two time certain, i'm not sure.

Saltzman: That's true. We have a number of police bureau items and their probably going to show up afterwards. Ok. So we'll stand in recess for ten minutes until 10:00 a.m. [a recess was taken]

At 9:50 a.m., Council recessed.

At 9:58 a.m., Council reconvened.

Adams: The city was founded in 1851, were older than the state of Oregon, just saying. The city council will come back to order. We have a certain, and I apologize for being late, I was spending time with, with a group of, of japanese municipal officers, and I have to say, I know that we have the best of the best here because they were asking great questions, and they are here as part of, of a program sponsor by the tokyo foundation, and Portland state university's hatfield school of government. They are here for a week, taking workshops, and there was a big change in the development, the decentralization of a lot of functions in the country of japan, and so they are working to make the absolute best of that and get the most out of that, today we were talking about public involvement and specifically, on the electronic format, I would like to welcome, if you can all -- we have psu professors, and dr. Masami Nishishiba, sorry, dan vizzini, who some of you might recognize. As, yes. As retired. He's a senior fellow. Ok. Still shy after all these years, and I would like to give a special welcome to the tokyo foundation project manager. Mr. Zentaro and akido. Is that you? So, if everyone from the group would please stand up welcome. Glad you are here. [applause] welcome, glad you are here.

Masami Nishishiba: Thank you. Members of the council, I am masami nishishiba, the associate director of the center for public service at the Portland state university. We are the center, co-hosting this training program for the japanese municipal managers together with the tokyo foundation. I will be happy in this program the last nine years, and over those nine years, we received up to 170 municipal government managers here in Portland. We have been showcasing the best practices in Portland, and this year, we focused on some case studies. We introduced the Portland plan, the composting program, and the max station in oak grove and Portland public schools. So they have been studying those cases, and looking at how the people here engage in the

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public affairs. The group arrive on Sunday all 30 of them rented bicycles. And ran around the town. And they went to Sunday parkways, they talked to a lot of citizens. Also, we started to invite guest speakers that we just met, the mayor, commissioner fritz is invited this Friday to talk further about her involvement. And right after this --

Fish: They are the two leading members of the council so I think it's appropriate that you focus on both of them. [laughter]

Nishishiba: Thank you. Right after this we will be meeting with brian hook from the office of neighborhood involvement. Also three members of this group will do a panel presentation on the tsunami response at 1:30 at the civic auditorium. About 100 people are coming. This would be a great opportunity for the japanese government folks to exchange ideas with the emergency management folks in Portland. Up here, we have, let me see, [inaudible] from the tokyo foundation she will be talking about the foundation's involvement through this program, and the group selected two representatives from the 30 members, and they are ready to answer your questions.

Adams: Ok.

Akiko Inagaki: Very good morning to you, commissioners and, hello to all the citizens Portland. My name is Akiko Inagaki, and I am a program officer at the tokyo foundation. Thank you very much, mayor sam Adams and, and commissioners, forgiving us this wonderful opportunity to speak to you today. So, I would like to briefly introduce you to the tokyo foundation, what we do. And why we conduct this training program in japan. The tokyo foundation is a not-for-profit and independent think tank. That makes public policy proposals on many of the most important, important political, economic, and social issues of the day. And we are concerned about how policies affect people's life, so we pay attention to the community, to the tradition and to the lifestyles of the ordinary men and women. So, we want to make sure that the proposals we make are aligned to people's real needs, and aspirations. And in this regard, Portland's emphasis on openness and community participation is a fascinating case study for us. And, and we are also involved in the leadership development, investing in people who will become the policymakers and practitioners of tomorrow. And one of the examples of our activities is this weekend school for municipal offices. So, this training program is for japanese local government offices around the country and it focuses on working in close relations with local residents to make the community better place to live and work. So, since this program was launched in the year 2004, we have been visiting Portland ever since. And what we have learned over the nine years is that while there are significant differences in american and japanese government system and cultures, in both countries, local self governance is the key to successful community building. So we are very grateful to Portland state university, and all the people in Portland to host the participants in our training program every year. And without your great help, and warm hospitality, this very important visit to the city would have not been possible. So thank you very much, everyone. And thank you also for this great opportunity to speak to you today.

Nishishiba: For the two members here, this is Miho Hiyashi from takikawa city in hakido and the person right over there is mr. kita mura from toba city mia prefecture.

Fish: Mayor I have two questions if I could. Welcome. First, Portland is the last city of our size in the country to have a commission style form of government. Whereby charter, we have, we have a weak mayor, in terms of authority. And a five, five-person council. Is there, is there a counterpart in japan, either in tokyo or in any other municipal setting to the commission style form of government?

Nishishiba: [speaking in another language]

*****: [speaking in another language]

Nishishiba: No, we don't have any commissioner forms of government in japan. We have a mayor, and the city council, and those are two different entities.

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Fish: Well, probably as it should be. The second question that I have is, is will you have a chance to visit the japanese gardens while you are here? We're very proud of the relationship between sapporo and this city that led to the development of our wonderful japanese gardens, and will you have a chance to visit it on your trip?

Nishishiba: [speaking in another language]

*****: [speaking in another language]

Nishishiba: Friday, the farewell party of the whole group going to be held at the japanese gardens, so I am looking forward to visit there for that occasion.

Fish: Thank you.

Saltzman: I would like to say first all, express my sincere condolences, all of us, for the impacts of the earthquake on your country.

Nishishiba: [speaking in another language]

Saltzman: I was wondering if you were aware that, that a piece of dock washed up on an Oregon beach, and until it was removed couple of weeks ago, it became the number one tourist destination on the Oregon coast.

Nishishiba: [speaking in another language]

Nishishiba: There is one person as part of the group, where that dock came from.

Saltzman: Where the dock came from.

Leonard: Does he want it back.

Adams: I want to underscore thanks, now that I mangled your name. Thank you for your great work and leadership at Portland state university. Underscore my thanks to, to the tokyo foundation that continues to promote innovation on both sides of the pacific and beyond. And very grateful. And I have a smaller gift for you. It's Oregon pinot. Which is the best wine in the world.

Nishishiba: [speaking in another language]

Adams: You have to share.

Nishishiba: We also have presents.

Adams: Great. Let them approach us. These are beautiful, thank you very much. Are they going to stay for a while and watch government happen? Ok. They don't have to state the whole time if they don't want to.

Dan Vizzini: The group is going to have presentation by oni in the rose room starting at 10:30.

Adams: Ok, so 10:30 they will leave. Thank you. Karla, can you please read the title for emergency ordinance item no. 938.

Item 938.

Adams: Commissioner nick Fish.

Fish: Thank you, mayor, I have an opening statement but I would like to invite director traci manning forward. With our special guest. David fuks. Welcome to both of you. Mayor Adams, this is a preservation deal that we're presenting to council, and because of the complexity of these transactions, and the progress that we made, traci and I thought it would be appropriate to have a longer opening statement just to, to put it in the context because there is lots of questions you and my colleagues may have, and we wanted to tee it up and briefly, hear from our two invited guests. In late 2011, the city council reaffirmed the policy that directs 30% of our tax increment financing or tif to the creation or preservation of affordable homes. Today we're asking the council to approve a tif set aside investment in the south park blocks urban renewal area that will preserve 89 affordable homes for older adults living downtown, for the next 60 years. There are many reasons that we're excited about revitalizing and preserving the 1200 building. Which is located at 1200 southwest 12th. I am going to highlight three of them for you. First, Portland aspires to be an age friendly city. As we know, older adults on fixed incomes, struggle to keep up with their housing costs. This investment will provide 89 older adults with affordable homes so that they can age in place with dignity and in security. Many of the residents at this building are challenge by

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disabilities. All are very low income, at or below 30% of the area's median income. That's about \$15,000 a year. Our investment will help to bring number of new services to the community. To help them age in place. This includes nutrition classes, help with scheduling medical appointments, library services, exercise classes, and much more. This upstream investment saves money by bringing services to older adults where they live, so that it can continue to live independently, rather than struggling on their own until they are forced to move the facilities that offer more intensive care at a higher price. We know that older adults provide enormous benefit to the fabric of our community. And we, in turn, have an obligation to make sure that they are available, affordable homes for them, in vibrant neighborhoods across our city like the south park blocks. Second, traci and I know that the 30% set aside is a limited pool of public money that must be spent wisely. We're making decisions about where to invest it, we consider how our investment will leverage additional contributions. This particular project is part of the city's 11 by 13 initiative that we discussed in the past. A number of years ago, we identified 11 buildings made affordable by limited term federal subsidies in the form of project-based section 8 vouchers. Now, the typical section 8 voucher is issued to a person. These are different, they are attached to the apartments in a building helping to keep the building and the apartments affordable over time. The federal subsidies for each of the 11 at-risk buildings that we identified in 2008, were due to expire no later than 2013. And we, at the bureau, are committed to working with our partners to bring all of these buildings up to date and to renew these incredibly valuable rent subsidies insuring that they will remain affordable for generations. To date, with your support, we have preserved over 300 affordable homes at six properties. The admiral apartments just across the director park, Chelsire court on top of the bike gallery by the downtown library. And the rosalyann apartments on northwest 21st. And upshire house, close to chapman, elementary, and uptown tower close to 23rd and burnside, and walnut park which is roughly at 7th and killingsworth in northeast. City investments in our 11 by 13 campaign include tif, as well as federal sources, such as cdbg and section 108 loan funds. Let's take a look at our local contribution and how it's working. If we include the 1200 building, which is before the council today, the city's total investment of tif would be just under 10 million. In the seven properties. Which, in turn, has led to preserving over 62 million in federal rent subsidies, which stay here in our community in the building. That's a good leverage. That's about six to one. But since our tif investment leveraged other investments, totaling over 86 million, the leverage is really closer to nine to one. In this sense, 11 by 13 is like cash Oregon or the best program, which are popular with this council. By pooling our resources and focusing on opportunities for the greatest possible leverage, We are able to bring tremendous outside resources to our community. We're working with a very strong partner on this project. Cedar sinai park, a local non profit providing residential and community-based care, is the project developer. Through this preservation process, they will take over as owner and manager of the building. Cedar sinai has a proven track record of success. They preserve 235 homes at the rose schnitzer manor, which was the inspiration for the 11 by 13 campaign. And they intend to partner with us on two additional 11 by 13 projects. They are also developing kehila, hopefully I got that right, housing in southwest Portland, which will bring more than dozen affordable homes together with services to disabled adults in our community. Based on the core value of dignity, cedar sinai park is committed to delivering a continuum of care recognizing that people should have the right to control the decisions about their own lives. We're very excited to have with us today, chief executive officer david fuks, who will share the story with us. This morning, we're going to hear briefly from Portland housing bureau director traci manning, and from david, and then we'll have time for council questions and discussion. Welcome, and traci take it away.

Traci Manning, Director, Portland Housing Bureau: Thank you, commissioner and council. Thanks for having us. I think commissioner Fish did an outstanding job of outlining why this is a great example of the kinds of projects that we want to be bringing to you and david, we'll elaborate

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on that, but the thing that I want to point out, that's special to us, and to me about this project, and what I want to keep bringing to you, is projects that demonstrate strong alignment and linkages with our jurisdictional partners in health care, behavioral health care, and home forward, and the city working together so that what we are providing for or what matters here is the people living in these units, the best possible care. And so this building is a fantastic example, and I am glad that we are here to share with you more about it. Of exactly the thing that we're aiming at in the housing development and the homeless agenda. So the commissioner said, we'll be preserving 89 affordable homes. And the homes are in the central city, which is excellent for a population that is not generally car owners, and utilizes a lot of other services that are either transit accessible or located in the central city. And the development upgrade, itself, we'll upgrade the building, things like amenities like showers disabled that will better serve their needs. And also, a substantial amount of, of sustainability features. Many of which are focused on lowering energy use. So, windows, heaters, water heaters, and appliances and we'll really be focused on energy efficiency, as well as other sustainability. 3.4 million is what we would like to invest from south park blocks urban renewal area and that will be part our commitment under the 30% set aside that city council reaffirmed late last year. And so if you would indulge me for a moment, and these projects, as you have heard us say a million times before, and as you know from your own work, take a village, the phb employees who worked on this, john marshall, Michael prothe, kari Hernandez, kathy romero, kathy peoples, and from the city attorney's office, always with us on this, trinh Tran. I want to thank them very much for their work in making this, actually, happen. And none of this would be happening without our new partners at cedar sinai, who we are looking forward to a many year relationship with. Thank you very much for coming. David fuks.

*****: Mr. Mayor and members of the council --

Adams: Hit the button.

David Fuks, Executive Director, Cedar Sinai Park: My name is david fuks I am the chief executive officer of cedar sinai park. And I want to return the thanks to commissioner Fish and, and to traci and to her remarkable staff in terms of the level of cooperation and assistance that we received. There is a team of, a governmental entities and, and lenders and partners involved in this project. And it's been quite remarkable to, work with their team. I have to, to particularly acknowledge jim winkler, who is one of the more remarkable developers in our city, for his generosity. And, and his support. This project would not have happened without jim, and we're very grateful to him. I want to speak briefly about the housing with services model that, that we are, we are attempting to attach to this project to the residential tower downtown and, and to the two other, two other buildings that, that we're also hoping to be involved in preservation of. There are 540 apartments that we're seeking to preserve in downtown Portland. One of the things that we know about this population, that lives in affordable housing, based on research, is that, is that this they are four times more likely to need assistance for activities of daily living, with health care, with other issues, than people who reside in their own homes. This is, this is the impact of poverty over long period of time in their lives. The good news is, that we also know, as a result of, of research and efforts around the country, that services, can make a difference and help people to age in place and live with dignity. The model that we are in the process of trying to develop in collaboration, not only with the city, but with Multnomah county, and with the state of Oregon and remarkable group of providers from across the spectrum of care, is, before you in the graphic that you have received. And what this graphic tells us about, is the fact that we're looking at, at a state application for federal funds that will be, will be, will be passed through the health care organizations, but help, helped to ramp this project up and create the capacity to provide service, the creation of a consortium of providers who are willing to work together in tandem, to collaborate and provide services to elders to help them to age in place, and empower group of tenants who are going to be involved in and engaged in helping to shape the services so that they are reflective of their needs,

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with the collaboration of hud, Multnomah county department of human services, and the evaluation of Portland state university and the experimentation with the use of technology to assist elders to age in place through ohsu. We've been working towards this project for quite some time now. The acquisition of the affordable housing, and the preservation of, of the apartments alone, is worthwhile, but if we add to it, the kind of service model that we're talking about, we will have an impact on the ability of elders to age in place to remain in the community, rather than in institutional care, and for those who may have substance abuse mental health issues, we will also, I think, be able to reduce their interaction with the criminal justice system and help them to receive the services that allow them to interact in our community as healthy citizens. This is a big piece of what we're after. I want to express my gratitude and appreciation for the work of this city. On our behalf. We're very excited to see this project come together.

Fish: Thank you, david. Mayor Adams, council questions?

Adams: Council discussion. Very thorough work. Is anyone signed up to testify?

Moore: No one else signed up.

Adams: Does anyone wish to testify on this matter? All right. Can you please call the vote.

Saltzman: Well, thank you, commissioner Fish, and traci manning, and david fuks, and cedar sinai, this is very exciting. Always great to preserve housing in the downtown corps, particularly for older adults, and the service model you described sounds very exciting, as it is essential. For people to age in place. I want to compliment cedar sinai for continuing to be on the cutting edge of innovation here. You certainly have grown beyond the rose schnitzer campus and are doing good things, so, thanks to jim winkler because I know that he's probably an invisible hand guiding a lot of these decisions. So thank you all. Aye.

Leonard: Thank you Traci and mr. fuks, for the good work, nick and jim, thank you, for being such a great partner. Aye.

Fritz: This is a really great project, and thank you all for your involvement. The preservation housing, it is of high need and I am supportive of the 11 by 13 project, happy to hear that cedar sinai is partnering in the future preservation efforts. I am particularly pleased to see the wrap around care, which is key to helping people be successful in aging in place and having dignity in their daily lives. So thank you very much for your work on this and commissioner Fish for your leadership, aye.

Fish: David, thank you for once again, stepping up and making a big difference for our community. Particularly, older adults living downtown. Jim winkler, thank you for both being the financial whiz and the rabbi shepherding it through. We have other work to do. I don't want you to get complacent. We have a couple other projects. We are going to need your help on. Traci to you and the team at the bureau, kudos for moving forward this agenda. People need to know that there is a set of values driving this work. And the values are preservation, number one, and that is that, that we're committed to building and preserving affordable homes. And that's our number one objective, and this hits the sweet spot. And two, we're committed to serving people who need our help in our community, and older adults are an important part of that group. And when we can preserve homes for all the adults and desirable choice neighbors we hit the sweet spot. Third we have limited resources so we must leverage our dollars. And this particular program does a wonderful job of leveraging additional public and private investment, and that's one of the reasons that i'm so proud about it. Next, is we don't do anything without good partners. And we're selective of who we partner with, but the partners that we do work with get amazing results, and cedar sinai has a splendid record and we are delighted to be partnering, david, with you and your team. And finally, I want to acknowledge that none of this would be possible without council support, and the council made two decisions in the last four years, one a new decision, one reaffirming a previous decision, which gave us the tools to do this work. One was, allowing us to seek and obtain a loan through the section 108 loan program at hud, which allowed us to get a loan against future cdbg

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payments. To be able to have an available source of, of funds to do these deals. Without that, it would not happen. So thank you, council, for giving us that authority, and second, the 30% set aside for affordable housing. Council reaffirmed that policy last year, and strengthened it in my view, and without those dollars, we're not able to do these deals. What does this mean for our community? It means in the best case scenario, that these key buildings located downtown with the particularly vulnerable population, will remain affordable for up to 60 years. That's a wonderful outcome. And we want older adults who have made great contributions to our community to be able to retire in dignity and choose where to live and in downtown exciting neighborhood, and we want to make sure that they have those options. So, congratulations to everyone who brought this forward, and thank you to my colleagues for giving us the tools to do this important work. I'm very proud to vote aye.

Adams: I want to thank commissioner nick Fish and his team for their work on this project and the overall work on presentation during your time as housing commissioner has been, absolutely, absolutely superb so thank you. To the team at the bureau of housing, and our great partners, thank you for your work, and mr. Winkler, and you, as well. We appreciate it. And, and it's important that we keep downtown, mixed income, mixed use, and this helps to achieve the goals of the Portland plan and the emerging central city plan, as well. So thank you. Aye. So approved. Can you please read the title for emergency ordinance 939.

Item 939.

Adams: So if you have been, been on the south side of the central east side, recently, you see the, the fantastic railroad, what do we call that, barn? Barn facility.

Susan Pearce: Engine house.

Adams: Engine house, I knew that I was getting it wrong. The great railroad engine house of the city. You also see a lot of dirt turned up, and that's our efforts to reconnect and rebuild the infrastructure that, that we're talking about today. And, and I am going to, to turn it over first to, to mr. Pearce.

Art Pearce, Portland Bureau of Transportation: Good morning, mayor and members of council. Thanks for having us this morning. This is a council item focused on two project additions to the Portland milwaukie project, that is the Clinton to the river multiuse path, as well as the water avenue relocation project, and these projects have been on bit of a journey similar to the overall design and work for the Portland milwaukie project, but these were first articulated formally by council as a desire in 2008 as part of, some of the initial requests to tri-met to look to evaluate during the design process for the Portland milwaukie project. And really, we've been steadily working through those steps over the follow along years. So just to highlight some of the key steps that council took to continue to move these projects along, we adopted the projects officially in 2011, and we added them, within the sdc overlay for the innovation quadrant, and we amended the transportation system plan to incorporate these projects in 2012. So, at this point, now, these two project elements have been proceeding through in the design and construction planning process, for Portland milwaukie, and are, incorporated into the Portland milwaukie project, and this is really just that final moment by council to officially direct them to be added as betterment to the project and to authorize the financing, the funding additions for those projections, so it's a small relative action today for all the journey that we have had, but an important one so I invited friends to speak along with me to help reinforce the importance of the project, so with me is valeria Ramirez, sue pearce, and Linda nettekoven so maybe we'll just work our way down the line.

Valeria Ramirez, Chief Operating Officer, Portland Opera: Good morning, mayor and council members. My name is valeria ramirez, and I am the chief operating officer for Portland opera. I am here today in support of the new water avenue project on behalf of Portland opera. The hampton opera center, which is the home of Portland opera's administrative offices, and rehearsal facilities are located at 211 southeast carruthers, as we refer to it, ground zero. And our current parking lot is

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adjacent to the east, and it's adjacent to the temporary new water avenue. The permanent relocation of water avenue will provide many needed improvements to the transportation infrastructure of this area. And the relocation will improve a safer passage through the area for all types of traffic and better connect us to our neighbors to the south. The relocation of water avenue is of particular importance to Portland opera. Future plans envision a closer connection between our two parcels, and which would facilitate, be facilitated by the permanent relocation of water avenue to the east. Together with the streetcar line and the Portland milwaukie light rail extension, the new water avenue project has the potential to start, to spark variety of developments that support current, as well as future business and attractions from this area. So, Portland opera urges you to support for this agreement, for the new water avenue project. Thank you.

Susan Pearce, Chair, Hosford-Abernethy Neighborhood Association: I am Susan Pearce. Long-time member and currently chair of Hosford-Abernethy Neighborhood Association or Hand. The Hand board has not an opportunity to meet, and public plan to discuss this current funding opportunity because it's happened sort of quickly, at least from our point of view. However, the board has advocated for the multi-use path from Clinton to Carruthers for many years. One board member, Linda Nettekoven, recalls discussing the concept with former city council member Jim Francesconi. So that lets you know it goes back at least that far. Letters have been written to you, members of the board have testified before this body and other bodies all in support of a route to the river through the southern triangle of central eastside industrial district. Such a multiuse path would provide access to the river and to the spring water corridor and the eastbank esplanade and assume the new bridge, crossing the Willamette, for residents, it will provide that, for residents of Hand, as well as our neighbors to the south, and to the east in Sellwood, and Richmond. Just in case greater details about the advantages of this have escaped your memory. I have given you a copy of a letter we wrote on this issue back in January of 2011. So, having said all of that, in interest of brevity, having heard Mayor Adams advocate for brevity all these years, I am just going to leave it at that and hope that you will vote in favor.

Linda Nettekoven, Board Member, HAND: I am Linda Nettekoven, and also with the Abernathy board and, and I just really wanted to, simply to add my thanks, and tell you how thrilled I am personally to see this project coming to fruition. As Sue mentioned we've been talking to the city officials about it for a long time. And we appreciate all the verbal support, we received through the years from folks in Pbot, Bureau of Transportation and from various commissioners offices. We're delighted we're getting words of encouragement, and there is going to be money, and it's going to be built. So, thank you very much for bringing this across the finish line.

Adams: Thank you. Thank you for your advocacy since way back in Jim Francesconi's day. Way back.

Pearce: So, one quick note, not to forget all the partners that are involved in making both these projects happen, so really, great partnership both with the Portland Development Commission, TriMet, Bes, OMSI, Portland Opera, and PGE, OPR, and our friends in the neighborhood associations. So this has been a very collaborative effort in the coming years, and we're very excited to see it ready to go.

Adams: Discussion from council. Does anyone wish to testify on this matter?

Moore: No one else signed up.

Adams: We have Rob Bernard in the audience and Teresa in the audience, who are TriMet and City of Portland light rail czars. Can you please call the vote on the emergency ordinance.

Moore: Do you want me to read the title for 940 and 941?

Adams: That would be great.

Items 940 and 941.

Saltzman: I am pleased to support both these items. It's been a while in coming, and I know that, that the Bureau of Environmental Services was, was a neighbor down there. For quite a while.

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And so, we got to know the Portland opera very well. We were in the same building. And, we know how tight it is, everything down there, was, during construction, and really, still is, so the need for the new water avenue and better improved pedestrian, bicycle, and vehicle access to that area, is much overdue, and let's not forget light rail. This is great, and I am pleased to vote aye.

Leonard: I'm very pleased to vote aye. I use clinton quite a bit, and this is going to make a tremendous difference and much safer, as you will, from that, as you go from that end of Clinton where it exists now, where you pick it up. This is really a cool project. Aye.

Fritz: Thank you all for your work on this project. Thank you for your advocacy. This is great example of a community, city partnership, trimet partnership indeed where we have all worked together, and sometimes, having differences, and sometimes it is all focused on the goal. And I remember when we passed this concept plan, there was a significant worry on behalf of the neighborhood as to whether the multi-use pass will actually happen. And thanks to mayor Adams' leadership and to the partnerships, and the constructive advocacy, indeed, it is happening. So, very happy to see this getting done sooner rather than later in the grand scheme of things. Aye.

Fish: I am especially pleased, linda, about this connection from clinton crossing, spring water corridor, eastbank esplanade, this is going to be terrific. In connecting up our system. And you know, we're also working on the other side of the river and beginning to build out the greenway in south waterfront, and the idea is, at some point, to have it all connected. Thank you for your perseverance, and I can't resist since we're talking about water avenue, to make sure that you know that we'll be opening the new Oregon rail heritage foundation museum, home to the three new steam locomotives on saturday, september 22, which I guess is also the big kickoff for the street car to that's day of many celebrations, and that's at the intersection of water, freight, light rail, streetcar, and bike ped. And that's pretty extraordinary. On the back side of omsi so your vision all coming together, and that's an example what we can leverage, with, with all of these pieces coming together.

Nettekoven: And we are big fans of leveraging things, and I think that you should know that, that sue is on the board of, of the Oregon rail foundation, and has been painting walls recently of that building. To get it ready for the 22nd.

Fish: If you chose the color red for the barn doors, kudos. That makes it. To me that seals the deal. The three steam locomotives, which are older than randy Leonard are grateful to have a home in this new place, so, thank you for your good work, aye.

Adams: I didn't think that was possible. [laughter] I want to thank you for your, as well, all your great advocacy and vision on this. But also, I want to in addition to teresa and rob and a lot of other folks, I want to take this opportunity to thank you, art pearce, for before teresa and rob get to, to design, take their designs and build them, we have to figure out a way to fund them. And everything is in partnership with other, other agencies and all the money has strings and requirements. So, I just want to take this opportunity to thank you for your great work on this project, But you have worked on whole variety of projects since i've been here on the funding side and implementation side, as well so thank you. Aye. That gets us to the next one.

Moore: Roll on 940.

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

Adams: Aye. [gavel pounded]

Adams: 941.

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

Adams: Aye. [gavel pounded]

Adams: Please read the title for 962.

Item 962.

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Adams: We have director carmen merlo with us today, and this is a continuing and ongoing effort to have council approval of all, all the appendices of the Portland emergency preparedness plan. Director merlot.

Carmen Merlo, Director, Portland Bureau of Emergency Management: Thank you mayor and good morning, commissioners. Carmen merlo, the director of the Portland bureau of emergency management. In april of 2010, the bureau pursued an american investment and recovery act era grant in the amount of \$276,000 to complete local energy assurance plan, and I want to thank a few people no longer with the bureau, and my planning manager, patty ruter, trisha sears and penny bowman, who worked on this. And made this possible. Why do we need local energy insurance plan? For number of reasons, first and foremost, Oregon imports 100% of the petroleum and natural gas. We also have an area along the northwest industrial area, six-mile stretch of the willamette river that is home to all our tank farms, pipelines, jet fuel, petroleum, natural gas, the olympic pipeline, electrical transmission station, and rail yards and water and sewer lines. We know this area is acceptable to spreading of landslides, liquefaction, and we want hardening structures out there. Many of the docks and piers are over 50 years old, as are the tanks. There is erosion around the electrical transmission towers. So, the purpose of the local energy assurance plan, or port was really to identify what Portland's energy profile is, and make some suggestions for improvement, and talk about how the city would respond to a large, a large scale energy disruption. I just want to touch on a few highlights, and then certainly I am available if you have any questions. One, we know that we have to increase our storage capacity for fuel on the west side the city has eight fueling stations, and seven are on the east side, and only one is on the west side, and that west side location, as you all know, is the underground garage at 1st and jefferson so we have to increase our fuel capacity on the west side. When the governor declares an energy emergency, he can implement a fuel allocation program that means that the State can require all fueling stations to set aside 5% of their reserves for certain purposes. They outlined those, or those uses, into three tiers, and tier one would be the typical emergency response uses, police, fire, and ems. And the problem is, it doesn't take into account other, other required emergency response work, including debris removal. So you cannot put fire truck. You cannot put police car on the road unless that road is clear from debris. So, we want to make sure that as part of that tier one allocation, we also make room for the debris removal. And finally, we want to improve the communication notification process between the utilities, government response agencies, and the public. Want to do better job alerting the public when there are outages, and how long the anticipated restoration will take. And so, today, we're asking for your approval of the local energy assurance plan, as part of the appendix to our basic emergency operations plan, and I am happy to answer any questions you may have.

Adams: Discussion from council? Does anyone wish to testify on this matter?

Moore: No one else signed up.

Adams: This is resolution. Can you please call the vote.

Saltzman: Well, I thank the bureau of emergency management, and the mayor's office and everybody working on this plan. It is a very important, critical issue. Make sure that we have energy sources, should we have a disaster. And so I appreciate the thoughtfulness of which this plan is put together. So am pleased to support it, aye.

Leonard: Thank you Carmen. Aye.

Fritz: Thank you for your work. Aye.

Fish: Nice job as always, aye.

Adams: Aye. So approved. Can you please read the title for item, non emergency ordinance item no. 963.

Item 963.

Adams: Coming up, sir, welcome.

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

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Adams: What are we looking at here?

Mike Gallagher, Police Officer, Portland Police Bureau: Good morning, mayor, and commissioners. I am Mike Gallagher, police officer at the Portland Police Bureau, I work out of the east precinct, the prostitution coordination team, and during the course of our job, there are four of us officers out there, the human trafficking unit downtown we come across many unique individuals out there. Victims of trafficking, that are in immediate need of resources. And there is, there is, there is services out there for people through the long-term, they can get them out traffick, or the prostitution but immediate needs, 10:00, 11:00, and they have not eaten all day, and they don't have the meal, they take all their money, and taking their i.d., or if they get someone to testify against their pimp, trying to find a safe location to go to prepare them to be at the grand jury the next day, and maybe some clothing. And we don't have that resource right now. We've been approached by numerous charity groups, churches, individuals, businesses, and wanting to help, and one of the things that we have asked them to do is to maybe if they can donate money towards to help the victims out. And this money would be used maybe by somebody at midnight, or putting them up in safe motel room at flight so they can get to grand jury, maybe buy a bus ticket to get them home to Seattle or something like that. Right now, we don't have any ways to use that money or to access that money or hold that money in an account to help these people out. And what we're asking for is approval of this ordinance that will allow money to be donated to put in a fund to be used under the discretion of the officers working the prostitution team for those types of services. It would be managed by the city, it would be strict guidelines is when we could use it as far as some specific items, food, clothing and, and maybe motel room for night, which is short-term and assistance for the victims to get them through that period for the next day or two. There is resources out there like life works, carc, central resource center, they can help them on a long-term basis but we're talking that specific time when we come in contact with them, to carry them over until we can get them into life works or some assistance with the sexual assault resource center, some of the other services out there. So, that's what, what this ordinance is about. To be able to accept money and to use it, you know, to help these victims out.

Adams: Questions from council?

Saltzman: Thanks officer Gallagher this is great, great. The writeup, or the resolution mentions there is three initial contributors. Are those people, do you want to recognize them now?

Gallagher: There's door to grace has been a huge proponent of this. They have done a considerable amount of fundraising is the main one I work with. And I think that the human trafficking unit downtown has some other contributors. Door to grace is the one I've been working with very closely and is more than willing to help us out to transition these victims to get out of this lifestyle, so.

Saltzman: Thanks.

Adams: Can you please -- did you have a question?

Fritz: It's not an emergency ordinance?

Moore: Non emergency.

Fritz: I just wanted to comment. Thank you so much for your work, and it's really gratifying to see the amount of care and your description of what the Officers are doing to help the victims. And survivors in the moment. And the fact that the faith community is stepping up to help with this funding is also significant, so thank you for your work.

Leonard: Since we're not voting I would like to say couple things, I don't know what year that was, 2006 or 2007, when we were having the peak of the prostitution problem out on 82nd and the Montavilla residents, were rightfully up in arms. I was trying to develop an alternative to the prostitution-free zone which at that time was the only tool the police officers had, such as Mike. And I can't remember how I ended up riding along with you, if it was suggested to me by the commander of your precinct or who, but, of all the ride along that I have done, in the years that I've

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been on council, two stand out, one with officer Mike Stratly in North Portland, although his demeanor is different than yours, approach is exactly the same. And the second was with you. I just remember your approach, was one of a feeling that I shared with you, which was frustration that the only tools that you had was to exclude the women from the area, and your commitment, and your mental approach was that they were victims. Which was quite different than many of the other officers. And out of that came the ordinance I brought forward with the prostitution team, created life works, created the tools that we now have. And as I tell many people who either like or don't like issues, that bring it forward, I have never had an original thought in my life. I love stealing other people's good ideas, and your work with me that night did more for me to develop that proposal than any other single experience that I had. And I remember you also talking about mentoring the young people to be police officers and I think that --

Gallagher: Yeah.

Leonard: And it's unfortunate, more people don't know of, of officers like you who are, you know, the vast majority of officers who do an outstanding job. And I appreciate it. Thank you for your service.

Adams: This will move to a second reading next week, and I, too, want to add my thanks to you and the entire team's effort on this and, it is working, in a remarkable way. And, in a deeply transformative way for a lot of folks that are worth the effort, that are just in the back --

Gallagher: Partnership like life works and the officers that I work with all have similar feelings that your talking about. We look at them as victims, and trying to get them out of the lifestyle versus pushing them off the street so we try to get them to make changes in their life, and that's, that's part of this is trying to carry them over to get them to the next phase where we can get them help.

Leonard: It takes officers like you to make this work. If it was a group of different Officers who had different approach, it would not look so, -- I credit you with this success of this. The inspiration and success.

Gallagher: Thank you.

Adams: I think that you deserve some of the credit, as well. You took a lot of slings and arrows, so thank you, commissioner.

Saltzman: He steals other people's ideas.

Adams: The human target.

Leonard: Right.

Adams: Ok. I moves to further consideration next week. Did you already deal with the second readings?

Saltzman: No.

Adams: Please read the title and call the vote for item 964.

Item 964.

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

Adams: Aye. Please read the title, call the vote for second reading of item 965.

Item 965.

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

Adams: Aye. [gavel pounded]

Adams: Can you please read the title and call the vote for the second reading on 966.

Item 966.

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

Adams: Aye. [gavel pounded] And 965 is approved. And can you please read the title for non emergency ordinance item 967.

Item 967.

Adams: What are we looking at here Mr. Aebi?

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Andrew Aebi: Good morning mayor adams, city council members, we began forming lids to construct sanitary sewer improvements in 2009 under the auspices of the party line sewer program. We're today closing out our first one in royal highlands, about 36% below budget, and we received no objection to the final assessment. The recommendation, to pass it to a second reading next week, without amendment.

Adams: Anyone wish to testify on this matter?

Moore: No one signed up.

Fritz: You said it's 36% below budget?

Aebi: Yes.

Fritz: Good job.

Saltzman: Do you need an amendment?

Aebi: Without amendment.

Saltzman: Oh, without.

Adams: Moves to second reading with further consideration next week. Please read 968.

Item 968.

Adams: This is our regular sidewalk repair ordinance. Non emergency, does anyone have any issues to discuss? Does anyone wish to testify on this matter?

Moore: No one signed up.

Adams: All right, further consideration next week. We're at recess until 6:00 p.m. where we will reconvene at rigler school auditorium, 5401 northeast prescott street, for the consideration of the cully boulevard main street plan. Thank you.

At 11:00 a.m., Council recessed.

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Closed Caption File of Portland City Council Meeting

This file was produced through the closed captioning process for the televised City Council broadcast.

Key: ***** means unidentified speaker.

AUGUST 29, 2012 6:00 PM

Adams: Good evening, everybody. We are really glad that you are here and this is our two-minute warning to our good friends that are broadcast, taping or is its live tonight? It's live for those of you that are in the room. [laughter] it's taped for everybody else. We are really glad that you are here. We have sign-up, a couple of housekeeping items before we get into the more formal aspects of it. The sign-up sheet to testify is out in the hallway. Depends on the number of people that sign up to testify, we'll either be taking testimony in units of two or three minutes. We call in the order in which people signed up. We have some staff presentations. The planning and sustainability council will be testifying. We have honored guests, state representative imrose here which we appreciate very much. Will have an opportunity to testify. Courtesy of any other elected officials, anybody else here? School board members? All right. We also have spanish language interpretation over here in this corner. When you testify, you just need to give us your first and last name, and that's all. We don't want your address. We don't want your phone number. We don't want your cell phone number. We don't want your email address. We don't want any of those things. Just your first and last name. If you are a lobbyist, then you need to disclose that, if you are authorized to speak on behalf of a business or on behalf of an organization after you identify yourself, just tell us who you are here lobbying on behalf. Any other preliminaries, Karla?

Moore: I think that covers it.

Adams: Karla is the council clerk. And you have to do everything she says. [laughter] [gavel pounded] city council will come to order. Karla, would you please call the roll.

Saltzman: Here. **Fritz:** Here. **Fish:** Here.

Adams: Here. Can you please read the title of the item in front of us.

Moore: You want all three read?

Adams: Please, titles.

Item 969, 970 and 971.

Adams: So I remember when I was campaigning to be on the Portland city council, cathy was kind enough to put together a group to talk to me about the current status of this part of the city. I am going to refer to the plan as the cully commercial corridor and local street plan, by the way. The word "main street" is actually a copyrighted designation and so we refer to this as the cully main street but to avoid dan Saltzman going to jail we are now calling it the cully commercial corridor and local street plan so I apologize if that's confusing. It's just the way it is. But I was here in 2003, and this neighborhood was facing many challenges. Despite a great group of people relatively high homeownership, despite an amazingly active neighborhood association and business district, you know, hacienda cdc, a lot of great things going for it, this was a neighborhood that really had not had the adequate attention from the city. So working, and the number one problem identified was cully. And the intersection with prescott. So working with mayor tom potter, we went to work to focus on getting cully to be a proper street and at the same time, soon thereafter, beginning the work of putting together the cully commercial corridor and local street plan. In the intervening time, this city council also decided to use tax increment financing in an innovative way and to create tax increment districts and this is a partnership with jeff cogen, the chair of Multnomah county, to create tax increment districts we call neighborhood prosperity initiative districts that also would

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provide some longer term organizing and some longer term financing, sort of self-directed financing, that as we worked on the cully commercial corridor plan, that there would also be an opportunity for some local resources to make sure that the work to implement it continued. Modest resources. But very important resources. It was something that we could do, given the limited investment tools that we had at the time. This week, just to sort of connect some dots, the city council also had a work session on the get off the mud and dust initiative that would provide financing for much less expensive streets, many of the sort of more narrow paved streets would become legal for the first time in the city's history. We would maintain them, once they were built, and for the first time, we would be offering financing to sort of traditional street that you see downtown, sort of the neighborhoods version of it is about \$300 a month for the average homeowner to pay. And the streets in the city of Portland have mostly been paid for by the ad valorem property owners. The streets that denver and others have been working on through this plan would be about \$60 a month. So we have been working on a number of things that actually are a little bit ahead of council consideration of the plan but we have been very careful to try to knit them together as we go. I am very impressed with this plan. Your work on this plan has been exemplary. You had ms. Bischoff who is one of the city's best, and your work and her collaboration and the work of the planning and sustainability commission really shows. With that I would ask staff and pbob, I would ask staff to come up and make the presentation. I think while they are coming up here, a number of us have some potential amendments, which is also a normal part of this process so we will be having some amendments and I would ask that we just take those amendments after we have public testimony. Director anderson.

Susan Anderson, Director, Bureau of Planning and Sustainability: Good evening, mayor, council. Susan anderson, director of the bureau of planning and sustainability. We are very excited to present the cully commercial corridor and local street plan. City staff worked with a very diverse and very engaged group of citizens of businesses, of community members, and we learned a lot in a lot of time that we worked together. We learned about the specific needs and priorities of the people who live and work and own businesses here in cully. And first and foremost I think we learned that the focus needs to be on economic development and jobs and it needs to be on improving streets and building sidewalks. This project is a great example of the Portland plan in action. It focuses on equity. It focuses on prosperity and affordability and on creating a healthier and more corrected neighborhood. I just want to say thank you to all of the residents and businesses and community members here that put so much time and effort into working with the city to create a great plan and I want to introduce debbie bischoff, our northeast district liaison. She will provide a brief presentation on some of the highlights and some of the key issues in the cully plan.

Debbie Bischoff, Senior Planner, Bureau of Planning and Sustainability: Thank you, susan. Good evening, mayor and city council and cully community. I want to, glad to be here tonight to be presenting this work to you. And what I would say is that cully is a neighborhood that wants what other people, what other neighborhoods have which is nearby businesses that meet daily needs, and safe and accessible streets and to be able to get places in their neighborhood and outside. Tonight is a result of a year-long planning process. The recommendations you have before you deal with zoning code map changes and a cully street plan for the neighborhood. As susan just said, this plan implements the Portland plan in many ways. It's addressing equity to an underserved and very diverse community and by doing so and providing a framework for more businesses and economic prosperity, and providing the beginning of improved streets system, we are actually connecting people within their neighborhood to be healthier. And we are supporting our youth by giving them services and, again, a better street system to get around their neighborhood. This project implements another, two recent city council adopted initiatives. One is the cully concordia action which had two goals, that talked economic prosperity with infrastructure improvements in the cully concordia area as being priorities. And the mayor has talked about the cully boulevard alliance, the

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neighborhood prosperity initiative. So here's cully. And it's a very large neighborhood in the central northeast part of our city. It was annexed into our city in the 1980s. I want to highlight some of the existing conditions. In general, I said this neighborhood is very diverse. The 2010 census told us 58% of the population is white, 21% hispanic, 16% black, and 6% asian pacific islander and I have an argument going with my east district liaison that I think cully is the most diverse neighborhood in the city. She thinks a neighborhood in east Portland is. So we will have to figure that one out. The household median income is \$8,000 less than the median overall for the city. So we have a range of incomes here. And a little bit higher level of poverty. You may have heard in previous presentations on this community that there's a lot of children under the age of 18. One in four households have children under 18 compared to one in five in our city. And through the workings previous work we also learned that this neighborhood is woefully deficient in commercial zoning, where only 2% of the land area is zoned commercial compared to about 10% on average for neighborhoods in our city. For the cully main street which the two photos on the top of the screen are showing another lovely Portland day with, along the cully main street area, the commercial corridor area. And 75% of the land is zoned residential in this corridor. So it can't meet the goods and services needs and business needs by being zoned residential. We also have a lot of nonconforming businesses and uses, and for folks that don't know what nonconforming uses are, it's when you have, for example, a commercial use but the underlying land is zoned residential. And so you are not really an allowed use. You are there because you previously existed and you are ok to exist. But you can't really expand or fix up your place or change use. That's not allowed because you are zoned residential. So in this corridor, we have something like 18 commercial nonconforming uses and 27 overall. So we were trying through this process also to rectify that situation. Of the uses that we see on cully boulevard, there's a lot of auto oriented or alcoholic beverage establishments and through the planning work over the years, we have heard a lot from the community saying we want things like bakeries and bookstores and places for kids to gather. And it's really hard to find that on the boulevard area today. And the bottom two slides, denver will be sharing with you a lot more on the existing transportation conditions. Come on. Thank you. This is the study area for the project. It encompasses the broader outline is for the transportation planning piece of our project. And it covers most of the cully neighborhood. It incorporates the residential portion of the cully neighborhood. There's a little more of cully to the north of columbia boulevard. And then the brown area is the commercial corridor study area. And this is just historically is based on a metro region 2040 growth concept designation of a main street. We also have one other parcel here, if I can -- get there. And I think commissioner Fish would know what that site is. It's call would the urban property and that's also included in our study as an opportunity for open space. We held, in the last year, three major public events where we averaged about 75 people per event. As we have hopefully done tonight, we have child care and spanish interpretation. We have had it at all the events and that's been very successful and encouraged participation. We had a project working group that met five times during the course of the project to advise staff on the work that we are doing. And that was made up of community and agency representatives. We also did other outreach with latino and somali residents via hacienda development, neighborhood and business groups and the local school ptas. The rezoning proposals that are the recommendations that are before you tonight have considered the existing context very carefully, potential opportunities and the community desires. We had a grant from the state to complete some of the planning work and we hired marketek to do an analysis of the area & they gave us ideas about how to best promote the main street area, the character of it and also we heard pretty broad approval for additional residences along cully boulevard area to support future business in the area. And we developed criteria that we used to evaluate the rezoning proposals that was from our working group and endorsed by the public. So here's the overall map. I know it's a little hard to see. We will show you some smaller area images in a moment. At this did want to say that

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we are looking at 32 acres of rezoning, eight acres of residential to commercial, 19 acres of residential to residential, and the area -- we've divide the full main street area into five areas with which we will share with you our proposals. So the first area is cully boulevard south. And that's from failing to the south up to skidmore. This area has a very much a store front character right now. Buildings come to the street. And so the zoning proposed tonight reflects that with commercial store front zoning. Again, it's probably difficult, maybe the commissioners can see but the public may not be able to see as well but there's some outline buildings in blue. Those are all the nonconforming uses that we are trying to correct in this situation. But this is an area where mixed use opportunities could flourish. Just images of the street today. The second area is the core of -- is one of the big activity areas of this cully boulevard commercial corridor area. It's what's affectionately known as five corners where you have prescott running across east-west, cully boulevard is our diagonal and 60th runs north-south. This area today has the albertsons, it has some auto-oriented uses. There's already some general commercial zoning there which is very auto-oriented type commercial zoning. And so this area we were trying to create more of a pedestrian-oriented activity area, allow more neighborhood serving uses. Again, there's nonconforming uses in this area. And provide also some longer term redevelopment priorities and that in particular is the church property and this try angular area which could transform over time. Urban commercial. So that would, at some point in the future, the property owner could request either commercial store front or mixed commercial zoning. Here's some images of the core area. So the third area is cully boulevard north. And it's an area north of going up to emerson to the north. It's currently today it's the area where the cully green street improvement, where you see the bulk of the improvement. And it's a mostly residential area with, again, some nonconforming small commercial uses. And this is a place where we thought an incremental step in additional residential would be appropriate. And also providing a small, couple small little areas of commercial mixed use, again, where the nonconforming uses are, to support those existing business, small businesses, but also create some interest along the way between the primary five-corner area and the next area, which I will share with you. So here's the new green street and one of the tiendas along that corridor. The fourth area is another major activity node for this commercial corridor area. It's killingsworth street. This area has already apartment buildings and a convenience store. Here is the triangular piece the community would love to see transform into something more neighborhood serving. I will leave it at that. Trying to be nice. The residents feel this is the center of their part of cully so it's a real opportunity area where we have again tried to increase pedestrian-oriented neighborhood serving type uses. And provide, you know, more opportunities for the future. There's also a smaller node at 60th and killingsworth right there also where there's a little bit of recommendations for changes for today and into the future. Couple of images of killingsworth street. And then the fifth area is outside the main street area but currently Portland parks and rec is working with the community on a master plan for a neighborhood park that will be cully's first developed neighborhood park in the next couple of years. And we thought while we were in the neighborhood, so to speak, that we would take this opportunity to rezone the city of Portland property that is going to be a park to open space. And there's the site. And it's a few blocks from here. It's very close by. So I am going to turn the presentation over to my colleague at the bureau of transportation, denver igarta who has headed up the transportation work on this project.

Denver Igarta, Planner, Portland Bureau of Transportation: I am Denver Igarta. I am a transportation planner with the Portland bureau of transportation. And I am going to go through the transportation recommendations of the plan briefly and then hand it back to debbie. Development of this plan offered a real unique opportunity to integrate the transportation and land use recommendations to address significant issues within cully. Residents of the neighborhood live within a very close distance of many destinations. And also they are in close proximity to really well connected parts of the city that have good street connections as well as sidewalks. The cully

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commercial corridor is situated, it's the middle box there. Roughly a mile from both the east and western borders of 42nd and 82nd, 82nd obviously on the eastern edge. In 2011 construction was completed on cully green street. A model with sidewalks, swales and cycle tracks which serves as a spine throughout heart of the neighborhood. In addition there's two neighborhood prosperity initiatives that have been mentioned already, the small urban renewal areas that have been formed on 42nd and along cully to foster economic development and neighborhood vitality. There are plans to improve parks within the neighborhood including thomas cully park shown at the top right corner. Excuse me for the technical -- see if I can rezoom this. Ok. There we are. We are back. Here's the neighborhood prosperity initiatives on cully and 42nd, and you can see they are saying the boulevard is not that far away from the neighborhood itself. Thomas cully park along the northeastern corner and sacajawea park and the property that debbie just mentioned are also sites that are, there are plans for improvement of the near term. There are two elementary schools that serve the neighborhood children, including harvey scott elementary which is on just south of prescott and rigler elementary which is where we are having our meeting tonight. As you can see there's several community destinations that are not that far from the residents that live within the neighborhood. This is a map that shows the existing sidewalks within the city. The yellow line is our transportation study area. It's also the boundary of the cully neighborhood south of columbia. The street pattern in the neighborhoods right result of development that occurred prior to the area being brought into the city of Portland, full annexation didn't take place until the 1980s. The neighborhood still suffers from poor street connectivity and a lack of basic infrastructure today. Cully has the second most miles of unpaved streets of all neighborhoods within the city. And the study area has 50 blocks of unpaved right of way. You might have noticed a few that are just a few blocks from this school. Only 1/3 of streets within the neighborhood have a sidewalk as compared to 90% in the concordia neighborhood which is just the other side of 42nd. Limited sidewalk infill has occurred over the last 20 years as a result of both private development and public projects. Often isolated sidewalks are added to one side of the street that offer little benefit for people on foot, stroller or wheelchair as shown in the picture at the bottom right-hand corner exempt the sidewalks that exist in cully do not offer continuous connections for neighbors, for the neighbors to reach their local destinations like parks and schools and transit stops. The local street plan focuses on three areas. First giving residents more options to get around their neighborhood by defining the primary most important routes for reaching schools, parks, and other community destinations on foot, bicycle or mobility device. Secondly, by providing more design and implementation options for improving streets that lack basic infrastructure such as paving or sidewalks while providing safer and access and mobility. And third, by identifying the area with the highest concentration of gravel streets as a target area to explore opportunities for economies of scale and piloting of new local streets. At the start of this project, staff partnered with the Portland public schools to develop a safe routes to school engineering strategy for the rigler elementary school. Working with staff and students and parents and holding several meetings in this very building. The recommendations are shown on the left side of the screen. The green lines are the routes to rigler elementary school. There was an engineering report that already existed for harvey scott and the recommended routes are shown in blue on the east side of cully boulevard. As part of this initiative, we collected quite a lot of traffic analysis on local streets. Is it plugged in? We determined that more than 70% of the local streets that exists within cully have less than 500 cars a day. So this these streets are really serving primarily the local access for the neighbors that live on those streets. That 70% of the streets that we counted and that translates to, yeah.

Adams: Traffic volume again?

Igarta: Yeah. So we collected traffic around 36 local streets which often we were not counting traffic on these local streets so we have quite a lot of high concentration of traffic data now to tell us a lot about what local streets, how they are functioning here in cully. And that -- from what we

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learned, 70% of the local streets in the cully neighborhood have less than 500 cars per day, which translates to about a car a minute during the busiest time of the day. These streets not only are they primarily serving residents and places where people live but they are also ideal routes for pedestrians and bicycles and the bike way and walkway networks within the neighborhood. The map that I will show you as soon as this gets started is the pedestrian bicycle networks. We started with what we have in the city and worked with the residents through our outreach to identify new connections to fill in the gaps within the system. And we are recommending that the bicycle and pedestrian networks that have been identified in this plan are part of -- are updated with the next transportation system plan update. During the planning process we heard from residents that they do want to see improvements on streets. Less than one in 10 of those we surveyed said that no improvements needed on unpaved streets. However, at the same time they want to preserve certain aspects of their street that contribute to the livability of their neighborhood. Most notably it's the traffic speed and volumes on these streets that keep the negative impacts of traffic down. They also want to preserve the established trees and spaces for active living. In order to move beyond the one size fits all standard that we have for local streets, new concepts, concept level options have been identified to improve low traffic residential streets that better reflect the context and function of the specific streets and the neighborhoods, the neighbors desire. The aim is to offer more flexibility that will be improvements to be made which have not indicate as was shown in the slide of connectivity. So the diagrams that I will show in just a moment are intended to show general layouts of the different option at a planning level. The concepts will be further developed to define actual materials, construction, the maintenance costs, and the financing mechanisms with community input as part of the project level implementation which ties really well into the out of the mud initiative and there's been a lot of coordination to make sure that the recommendations are consistent.

*****: Almost there.

Igarta: In identifying the new option for residential streets the focus was on reducing costs and making basic improvements to streets that lack the fundamental roadway elements like paving, walkway or storm water features. At one of the public events that we, the last one we had here in this building 75% of residents said they would like to see part of the street improved sooner if it's too expensive to build to the current city standard. On quiet residential streets, the following options that I will show on the diagrams should be possible based on the current and desired function of each street. Here we are. So the top photo shows the base street or what we are also calling the separated residential street. St & this provides for a narrow paved roadway and a walkway. In general, cully neighborhood has good soil conditions for on site infiltration of storm water. There may be cases where storm water feature is necessary to allow runoff to infiltrate at the source. Simply adding a walkway may be appropriate on unimproved right of ways to provide access to only a few or no adjacent properties. Adding the walkway might create a critical connection to a school or other destination. When motor vehicle speeds are extremely low, primarily used for accessing homes, it may be possible to improve the street so that pedestrians and motorists share the same space in the roadway. The bottom right is showing the shared residential street section. In some cases it may be necessary to provide a hire performing street such as on routes to popular community destinations like parks. The full street has shown at the top left has a traditional configuration with ample space for cars to pass, street trees on both sides. The half street is commonly the result of a permit requirement with development of the half of the street that the development is on. And the skinny street is a street section that fits within a narrow right of way and provides for park, on just one side of the street. The last diagram shows what we call the low-impact street and it's a new concept and it's proposed for testing. It has built-in traffic calming features. It provides, by providing for a very narrow travel way to slow down traffic and provide parking at an angle off of the roadway. It creates minimal pavement and opportunities for mature

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trees to be preserved. Based on the analysis of existing conditions, we identified target area that has more, around 35% of the unimproved streets in the neighborhood. And including five consecutive blocks, this area here. And this happens also to be the area that is north of prescott where several of the students that attend harvey scott to the south of prescott live. The focus area enables the city to address the area with the highest deficiency in terms of unpaved streets and to examine the potential for improving multiple blocks at one time by achieving economies of scale and perhaps a district wide local improvement district to handle better, to better handle, get a better handle on the actual costs for specific streets, the potential for creating local jobs or training opportunities, the desires for the neighbors and their ability to support certain improvements. Finally, as a recap, the transportation component of the plan will allow for greater street connectivity and accessibility in the cully neighborhood, more focused investment on the most important routes to local destinations and new more affordable options for improving quiet residential streets. Pass that on to debbie.

Bischoff: I would just like to close in that as this planning project progressed, we heard from community concerns about, you know, people wanting good things to happen in the neighborhood, wanting businesses to come that serve the community, wanting improvements to parks and streets in this neighborhood, but the fear or concern is that property values will increase, and that this again is a diverse neighborhood of incomes and communities of color that there is some vulnerability in the future of some residents here, as these improvements happen. And so planning and sustainability commission endorsed and has recommended in this report to you that cully be considered as a case study to look proactively at policies and strategies to address gentrification and displacement, and part of the reason is, this is a very active neighborhood, as you all know. And there's already great community organizations and stakeholders who are engaged in activities that are intended to minimize gentrification and displacement and support and kind of uplift community members in cully. And so as part of that, the recommendation also includes compiling key data and monitoring it over time, sharing that with the partners, and adapting strategies over time, developing policies over time that really respond to the conditions out here in cully, as things change in the future. And this is a model that can then be also looked at city wide as we look at this issue in other neighborhoods. So I will close there with just saying that the planning and sustainability commission is asking that you adopt an ordinance that amends the comprehensive plan map and zoning map as shown in the report, adopt a resolution that directs city bureaus to implement the Portland plan action 97 related to gentrification and displacement and adopt a resolution that includes the transportation recommendations for cully's transportation system. Thank you.

Adams: Thank you both. If I could ask a few questions. So there are very few examples in the united states of successful efforts at improving a district without gentrifying it. So my where, instead of folks either being forced to sell because things get overpriced, or it's just too tantalizing not to sell that everybody's economic prosperity improves as the neighborhood improves. So one of the amendments that I'll be talking about, I think alan will be talk about as well and it was part of the focus of the planning and sustainability commission. How do you hope that this effort is different? Because we don't want cully to gentrify. We want it to improve and, in the process, improve for the lives of everyone who lives here and businesses that are here and might come here.

What makes this different that will allow for, do you think, for that innovation in the future?

Bischoff: Well, I would just say I have been impressed with the cully community and my years of working here. Again, the community stakeholders, the partners both from the nonprofits and now with the new cully boulevard alliance, their mission is, their vision is all about local people opening up businesses that serve this diverse community. So if everybody continues with, you know, on their path of their mission and the city is a partner to the activity and we all learn from it and are adaptable over time to the changing conditions, I would want to believe that hopefully we can, it can be different here.

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Anderson: I think part of it also is that cully has really high homeownership. When people who live in the homes they own, that's a real different kind of investment than some of the other communities that have changed over time and changed quickly. And I think also by doing some sort of real time tracking of some key indicators we will be able to see, you know, what's really happened quickly and maybe be able to make some adjustments. And I think also just the partnership between housing, parks, transportation, planning and sustainability, and other bureaus, we have really learned by working on the Portland plan and now on the comp plan, about looking at each other in terms of what are you doing, what are you doing, how does this affect the same neighborhood? And I think the npi, the neighborhood prosperity initiatives, give us a place to kind of focus that energy. I think it's a little bit different in that we have a few more tools than we had in the past.

Adams: I think a key will be to fortify the education piece as well. And part of the amendment that I am going to be talking about is in the next couple of months, that we also, before the next legislative session, the great thing about working in cully is, this is your first neighborhood plan. And so the fresh eyes that you bring to existing tools that we have, your ideas that might not, might or might not be legal now but if we go down to the state legislature together, we can make them legal. I think that's a real opportunity for a fresh look at our zoning code and everything else.

Fish: Mayor, may I chime in on this?

Adams: Yes.

Fish: Nick Fish, housing commissioner. I first want to say that Debbie my team in particular, kate allen, wanted me to say publicly thank you for your work on this. We talk about strategies to address gentrification ask displacement. But what you have done is started to focus us on solutions and specific steps that we can take and kate has been particularly impressed about the work and the body of work you are doing. Let me just comment, though, on something, the question the mayor asked. Because we are often asked what are some of our tools to prevent displacement as gentrification occurs? And gentrification simply means that property values rise and as they rise they often displace people. Renters get priced off the market. People sell their homes or cannot get into homes because prices come up. And it changes the demographics of the community. The positive side of that is you are building wealth for people that actually own homes. People in areas that are growing in value appreciate the fact their home prices are going up. The problem is you are creating barriers for some people to get in and those people that don't own, renters, get priced off the market. One of the strategies that we can use in cully and lents and many other areas where the city is making investments and therefore we anticipate a growth in value, is upstream to make sure there's a range of housing choices that are being developed. And that's why we believe so strongly that we have to make those early investments in affordable housing so people across the income range can afford to live. Now, the critics will say us to, aren't you just segregating poverty and doing that? Aren't you just creating segregation? That I think completely misses the point of creating complete communities. What we want to do is make sure that the market doesn't dictate the composition of the community exclusively. And we do that by investing upstream. Where we have an urban renewal district we have the 30% set-aside for housing. Where we don't have an urban renewal district we have the benefit of things like tax abatements, the council recently reformed the whole set of tax abatements for the city make sure they are more accountable and aligned with our policies. The reality that is one way that we ensure at least 20% of the units are affordable to people below 60% of median family income which means a lot of working class and lower class people who otherwise could not afford to live in neighborhoods like this. So what I would just wants to add to this debate is we do know what some of these tools are. And they are early investments upstream, making sure there's a range of housing choices, because the homeowners aren't the ones we are worried about. The housing prices could double people here -- tomorrow here and because of property tax limitation yours property taxes only go up at most 3% a

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year. They're not going to be priced out. People will be priced out in terms of coming into the neighborhood and people who don't own who are renting will be displaced because of rising rents. That's where the city has a role to play in investing upstream to make sure there's a range of housing choices.

Adams: Shall we get to our public testimony after we hear from our excellent commissioners on the planning and sustainability commission. Commissioner gray and commissioner baugh and commissioner smith is here. Are you going to testify, commissioner smith? You will wait until later. Ok. Chair baugh, commissioner gray, are you testifying? You are not testifying. The city of Portland has a fantastic planning and sustainability commission. It used to be known as the planning commission. So they have spent considerable time and helped guide the staff work on this. The chair baugh is with us.

Andre Baugh, Chair, Planning and Sustainability Commission: Mayor, council, andre baugh, chair of the planning and sustainability commission. I wanted to really start with, we were here listening to what you just heard. And we were really impressed by the activism, the community support, the cultural diversity of this neighborhood cully. And so we unanimously passed and recommended to you the resolutions in regard to the zoning changes in front of you. Because this neighborhood embodies really the Portland plan. When you talk about prosperity to an underserved neighborhood, the zoning changes are a start. They are not a finish but they are a start to prosperity.

And what we heard from the neighborhood, and you will probably hear again tonight, is, how do you bring into the issue of gentrification, how do you bring prosperity to the indigenous people that live here today, that cultural diversity, and how do they take advantage of that prosperity? Yeah, people, prices go up, people sell. They want to get their money and move on and improve their lives. But there's business communities here. If you drive that cully street, there's business opportunities that could occur and will occur. Hopefully it occurs with people from the neighborhood that serve the neighborhood. That's what we are heard. Hopefully the transportation improvements, they will improve the neighborhood. They will improve the streets. Those are great improvements. I have a little bit of history in that because I was part of the cheap and skinny back in the day. But it's a great way. But that does bring prosperity to neighborhoods. It does change the neighborhood. It does make it more attractive for people to move in. They have good school systems here. And people will move in, streets are a barrier but when they see improvements, my experience tells me they move in, they move in quickly and the prices do appreciate. So I would tell that the zoning changes, the transportation changes are the right thing. They are a start here. But I think the big thing I would ask that and what we as a commission are concerned about is, part of that gentrification in that council be vigilant along with all the partners, because this is a neighborhood that wants to be involved in their decisions down the road. And that, you as council understand the data that's going to be coming back to you as part of the resolutions. And we do have tools but those tools are fresh and I think we need to bring those tools and look at them after a period of time and see, are they working the way we want them to? And if we need to make changes be willing to make some of those changes in the future? So as one part of the planning and sustainability commission I recommend that you adopt the zoning changes, the transportation changes, and implement the gentrification tools that are in front of you today. Thank you.

Adams: Thank you, mr. Chair, and thanks to the planning commissioner. Unless there's additional council discussion. Hmm? What's that? Michael denver, yes. I was just getting to honored guests. Please come forward.

Michael Denver, State Representative, House District 45: Thank you for having me. I am michael. I am the state representative for house district 45 which starts on northeast 21st and goes out to parkrose, through parkrose, and includes maywood park. And it includes cully. Heretofore cully has been divided between two districts, two representatives. Tina kotek to the north and me to the south, our senator is jackie dingfelder and chip shields. With redistricting, lew frederick elbows

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his way in and so cully will have three representatives. The cully area, first of all, let me say I wasn't planning to speak but since you are giving me this opportunity, I just want to thank you for what you are doing with this plan. I came here mainly to listen. I like what I have heard so far. I particularly like what I have heard about the desire to maintain the character of cully and to avoid gentrification, and if there's anything that we can do in the legislature that needs to be done statutorily to help with that, I am sure my colleagues, just speaking for them and certainly for me, for myself, would be happy to help with that. I have lived not far from cully for almost 30 years. But to be honest it wasn't until I first ran for office in 2008 and started knocking on doors that I would say I really discovered cully and its character. I knocked on virtually every door in the area. And as you probably know, people, when they think of politics, they think of things that are most local to them. Or about things that are most distant. So at that time, when I ask people what their primary concerns were, what I heard was, what they wanted me to do if I was elected, a, get us off the war in Iraq, and, b, get rid of the potholes on their streets. And it was a consistent theme that I heard. But I really came to appreciate the district, in fact, when my daughter moved back to town, I encouraged her to move in to cully. She lives on 71st and Wygant. Unfortunately she's been redistricted out of my district. Which shows how much clout I have. The line was right down the middle of her street. But another thing that I did discover when I moved in was the high, high quality of the neighborhood association in cully. It's been alluded to already. It's always dangerous for a representative to say that a particular association is the best. So if I weren't in public, I would say that but since I am in public, I will say it's one of the best definitely in the district, very engaged citizenry and I know that they have had a lot to do with this plan. And I look forward to working with them and with you to help bring it about. Thank you.

Adams: Thank you, representative. All right. We will go to three folks testifying at a time. I would ask that you keep it to two minutes. If you plan three, then, I will let you do three. But we have found what with be can be said well in three minutes can be said even better in two. [laughter]

Fish: Mayor, just a point of order. You had said. Excuse me. We are having technology issues. You had said earlier there might be some amendments?

Adams: Yes.

Fish: I'm just wondering, should we put the amendments on the table now in advance of testimony so people might have a chance to speak to them? Or should we take the testimony first?

Adams: I was thinking to do testimony first and then do the amendments.

Fish: You are the mayor but I'm just raising that question.

Adams: Karla?

Moore: The first three, please come on up. Nathan Teske, Andrew Riley and Tran Nguyen, followed by Helen Grant and Cathy.

Adams: Hi. Welcome. Go ahead. Get started.

Saltzman: Can we turn projector off? It's like blinding me.

Adams: Denver, would you save the commissioner from blindness? Thank you.

Saltzman: Thank you.

Adams: Ahh. Okay. We are missing one person so the next person?

Moore: Howard Kenyon.

Adams: Sir, would you like to begin.

Nathan Teske, Director, Community Economic Development, Hacienda CDC: Sure. My name is Nathan Teske. I am the director of community development here in the cully neighborhood. I will try speak fast to get everything in two minutes. I would like to thank the mayor and the city council for hosting and convening this in the community as opposed to downtown. We appreciate that. [applause] besides working at Hacienda and representing Hacienda, also here representing the living cully coalition which is a partnership with Asenda Verde and Naya which are all based in the cully neighborhood and do a lot of work here. Our goal is to create triple bottom line investments in

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the neighborhood that pencil out economically but also achieve social and environmental benefits. As your questions to the city staff reflected, Cully is the most diverse neighborhood in the state of Oregon. And this really is the last stand for the city, I think, in terms of doing improving a neighborhood but not gentrifying. I think the mayor and commissioner Fish's questions reflected that. I do come in support of this. This plan but at the same time I will say I think there are a number of people that are wary about the gentrification issue and frankly want to really emphasize the need to have some creative thinking around not just on the housing thing. I think commissioner Fish spoke well about the way the housing tools that can be used to prevent gentrification. I would like to encourage the city staff, pdc and others to also think creatively about commercial development and how to use the city investments, pdc's investments to create commercial opportunities for people of color and diverse communities. Our program focuses not exclusively but heavily on the latino immigrant community for example. This is a community that's extremely entrepreneurial, extremely hard working and very ready and willing to take advantage of commercial opportunities as they become available. A couple of the tools that are all ready being implemented, for example, hacienda and naya are recipients of pdc funds to do microenterprise training. I think that's a wise investment. But that's a potential strategy to work in communities to promote commercial opportunities for communities that often get excluded from those opportunities. There are other strategies that might be done to create economic anchors for those communities. Community benefit agreements. I am not sure what you exactly the amendment you alluded to, mr. Mayor, but obviously that there might be commercial zoning potential. I speak in favor it but I think there needs to be a lot of thought about the commercial development side. And I think frankly it's going to be up to not just the elected officials here today but future elected officials as this rolls out over time in creating those opportunities. So I think i'm already over my two minutes. Is that right? Yeah.

Adams: Yeah. We will talk about an amendment where in the next 60 days we will convene with a focus on this neighborhood because I think it stands on the shoulders of the good work done this far but also it has potential application city wide. I want to make sure folks understand that in addition to the zoning, we also need to make sure that the commercially zoned properties are attractive to investors, the right kind of investment, but right now we are struggling with would be good to sort of talk about when we gather we are struggling with gateway. Gateway has had virtually no private investment despite a lot of public investment, and so there are lessons to be learned on that end as well. But the notion of fresh eyes looking at the existing tools and potentially new tools that we can together go down to salem and try to get for ourselves, like inclusion -- I would argue inclusionary zoning being one of them, it's a perfect time to do that. Sir.

Andrew Riley, Center for Intercultural Organizing: All right. Thank you for having me. I'm Andrew Riley, with the center for intercultural organizing. Cully is the most diverse neighborhood in the city and probably in the state of Oregon. So I think that creates a really unique opportunity and unique obligation to get this kind of development right. So cio comes to the table as an organization that represents immigrant refugee communities city wide. We have a lot of members in the Cully neighborhood but our main interest in this is a plan that's watched plans play out with really tragic impacts for our communities on the gentrification side. So I talk very fast. I will try and talk faster. I want to stress three recommendations that are in this report. Specifically on the equity front on page 8 and one on the state legislative side we have used essential as mitigating impacts of gentrification and displacement in Cully. The first is looking at community involvement. The city needs to convene a robust community advisory council that's empowered to, within the community to make decisions about what works and what doesn't on the policy side. Second, working with this group and with community based partners, like hacienda, like naya, like verde the city needs to complete an affordable housing inventory within the Cully neighborhood that looks at both subsidized and market rate rentals that are affordable for spokes that are experiencing

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poverty to get a clear picture of those basic housing opportunities in the cully neighborhood. And then finally the city should ensure right of return for folks who have been displaced within cully and north and northeast Portland to those affordable housing developments. On the legislative side, I am glad, mr. Mayor, you brought up inclusion satisfactory zoning. Two things that are crippling and as an organization we view as crippling for mitigating impacts of gentrification are the state's ban on zoning and rent control. As an organization we view the city as uniquely situated to lead the charge in repealing those bans going into the 2013 legislative session. There's a lot of opportunity in this plan but also a lot of risk so we argue that the city has a unique opportunity to do this right. Thank you.

Adams: Thank you for your testimony. Sir?

Howard N. Kenyon: Yes. My name is howard kenyon and I wear two hot hats. Tonight. I direct the northeast emergency food program here in cully which annually served 40,000, 11,000 unduplicated. Not all from cully but a high percentage are. In addition I am the chairperson for the board of the cully boulevard alliance. The npi district that is in question tonight. Just want to affirm the three measures that are being put forth I think a real key is to make sure we continue at every stage of this to ensure that people at the grass roots are involved in the process. I cannot speak for what's happened in other neighborhoods but I do think that one of the critical concerns we have had from the very beginning is to make sure that everybody has a seat at table. Sometimes that means encouraging those who are most reluctant to come forward because they are not used to being at the table. And I think that with a broad network of nonprofits as well as a very vibrant neighborhood association that's been alluded to several times, I think we have great potential here in cully to do something different than has been done before. I certainly urge the passing of these measures. I think we need to look very creatively at what it takes to make sure that gentrification doesn't happen. In addition, that we just get these streets fixed. Certainly pedestrian traffic should be a high priority in terms of improving the streets of this neighborhood and it is a high pedestrian neighborhood. Just needs some place to walk to and that's what we are working on with the cully neighborhood alliance. It needs to be addressed in a very clear and thorough fashion. There are not resources in this neighborhood that there are in other neighborhoods but there is will power. And resources may have to come from outside the neighborhood. But you can guarantee that the will power is here to make sure it happens.

Adams: All right. The next three.

Moore: Next three are helen, cathy and cathy catherine. And they will be followed by alan hipolito, steve pross and --

Adams: Would you like to begin?

*******:** Helen is first.

Adams: Helen? Hi, Helen would you like to begin?

Helen Gradt: Good evening, mayor Adams, council members. Welcome to cully neighborhood. I am helen gradt. I will give you a little brief, brief history lesson. My husband's great-grandfather was thomas cully.

Adams: Oh.

Gradt: How about that? He and his wife rebecca, in approximately 1850, were given 640 acre donation land claim, which is now included in cully neighborhood. I have deep roots in this area. I have lived in my home almost 61 years. And I am past chair of cully neighborhood association. I am speaking in support of r-5 and c-1 designation for the southwest corner of 60th and killingsworth. Killingsworth has curbs, bike lanes, pedestrian walkway, and natural improvement would be for small businesses on the southwest corner of 60th and killingsworth to supply the needs of people in the area who could walk or bike to shop at 60th and killingsworth. I support four properties for nc-1 at the southwest corner of 60th and killingsworth as shown in the recommended draft page 26. Thank you.

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Adams: Thank you. Did you say 640 acres?

Gradt: Right. Because they were married. They were allowed to double.

Adams: Ah. I was going to say. Can you imagine what that would be worth today? [laughter] thank you for that. I appreciate it. Who would like to go next?

Kathy Fuerstenau: I want to reiterate, thank you for coming to our neighborhood. It's not often that the city council members will come out and engage the neighborhood and hear our concerns directly so I really appreciate that. Overall, I feel that senior planner debbie bischoff has done a commendable job at creating this document. It will certainly benefit many businesses along the cully boulevard corridor. The rezoning of specific areas will minimize nonconforming businesses, save businesses thousands of dollars and create a potential for commercial growth. These are remarkable and much needed. But my concern lies with the residential growth potential. Increasing residential density in areas that cannot support any more on street parking is not desirable in any neighborhood in cully including cully. New development should require to have on-site parking. Changing residential designation from r-3 to r-2 like in area 2 or r-2 to r-1 could generate a four-story building that's adjacent to an r-7 designation and would not be a very welcoming site for those living in the r-7 area. Having more housing units along cully boulevard does not guarantee residents will patronize businesses as suggested. I have had neighbors come up to me concerned with their property and their values and living next to a higher increased density structure. So I would like to recommend that the city council amend these proposed housing zone changes and keep them as they currently stand. Regarding the local street plan it is clear that the alternative street options necessary in order to have a chance of improving the substandard gravel streets in cully. But before the city embarks on transportation pilot projects I would ask that the residents who live in the test area, page 52, must agree to these street improvements not be held responsible for the initial costs of the pilot program. That on the mud program at \$60 is great but if we can reduce to it \$30 a month that would be even better. [applause] regard --

Adams: We proposed to reduce it from the \$300 to the \$60 a month.

Fuerstenau: We have to push for a little more.

Adams: You can always ask.

Fuerstenau: I can always ask -- the pedestrian bicycle route, figure 8, page 37, shows the neighborhood greenway route heading down ne 77th to Alberta street and then proceeding west to sacajawea. Initially the greenway route project was designated cut through the park but now the master plan has been changed to show the future street connections to the north. So I appreciate this correction. The right now the greenway project still shows it going down 77th and going to alberta and exiting out of sacajawea park. The greenway project is still doing outreach and connecting with the neighborhood and with the schools about this route and so I would recommend that this route not be, that the route should be amend not to show it at this time. And until an actual designated route is designated, I guess would be a good thing. So again I would like to thank the city council, mayor, debbie bischoff and Denver igarta for addressing the many cully problems and neighborhood infrastructure and needs. Thank you very much.

Saltzman: Kathy, I want to ask a question. Proposing to offer an amendment that would actually remove the greenway designation between 72nd and 77th pending further refinement by the greenway and bureau of transportation.

Fuerstenau: So if it could come, it shows it going down 77th to prescott and then going further north all the way to alberta and since we know it's going to go to prescott, but we don't know exactly the route from that direction whether it be going down 72nd, down 77th, down 74th, I don't think it is correct time to be actually putting that into the document because it makes it look like it's a done deal.

Saltzman: And then also debra berry the principal of Portland public schools head start program has written a letter us to that echos your remarks.

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Fuerstenau: She has concerns about bringing a three-way through the park area, bringing outsiders rather than just keeping it local because of the head start kids that are using the playground and the park. So she did send a letter to transportation regarding that.

Saltzman: Ok. I will offer that amendment at the appropriate time.

Adams: I just I will support the amendment but if your expectations are not to have a greenway through the neighborhood and it doesn't show up on a list, then, it means that it's not on the list for funding either, part of the greenway is funding all the transportation improvements on a corridor so I just want you to know the implications of what you are asking for.

Fuerstenau: Right now 72nd is identified as a neighborhood greenway street.

Adams: But you are trying take them out.

Fuerstenau: No, I am not trying to take 72nd out. I'm taking out going on 77th from prescott to alberta.

Adams: Right. And that's fine. I am just saying that then it gets prioritized differently with the rest of the city because it's not going to have the kind of usage when you cut that out. So --

Fuerstenau: I'm just saying that until the community outreach is done, until decisions have been made, I think it's premature to add that section into this document.

Adams: No, no, I heard what you are saying. I'll just saying the sooner the neighborhood can come to agreement with transportation --

Fuerstenau: Right.

Adams: It will go back on a list which then works its way up for funding.

Fuerstenau: That would be great. School is out of session right now and I requested that the next meeting, both of the meetings were held over at rose city park school for outreach for this project. None of them were down in the cully area. And so I talked to transportation about having a meeting over at sacajawea school or nearby so people in the cully area could actually comment on this.

Adams: So I will stay on it?

Fuerstenau: Oh, definitely. I also wanted to give you one more thing since you came. Aren't you going to ask me? You always me the same question.

Adams: I didn't even want to ask. If you don't know kathy is a renaissance person. And she makes the best strawberry zucchini bread on the planet. [laughter] now it's just strawberry bread.

Fritz: Thank you, kathy.

Adams: Thank you very much. Commissioner Leonard's birthday is today and he is enjoying dinner with his spouse. So I will take his. [laughter] hi. Welcome.

Catherine Kes: Hello. My name is catherine kes and I work with hacienda cdc and we are owners of the [inaudible] apartments where zoning has changed from r2 to r1. The property was built in the 1960s and has reached the end of its useful life and hacienda has plans to tear it down and rebuild.

And the zoning change is happening at the same time. And we think it's an extremely good benefit to allow us to get 38 additional units of affordable housing in Portland, which is very difficult to do.

It's, we would need at least an acre to build 30 units and we would not be able to do a 30-unit project and have it be sustainable. You need at least 50 units so the ability to add 38 units on property we already own is very beneficial. And that property is our main goal with tearing it down.

It's a two story building was to create open play space for children. Parking we already have at the site, all our developments that do not require offstreet parking have parking so that's certainly our intention to keep parking and not, with the zoning change, eliminate parking.

Adams: Thank you very much. Great news. Thank you. And, Kathy, thank you very much. It's very nice of you. Did anyone else bring treats for us? [laughter] i'll let you go next. We will be back. Next three.

Moore: Alan hipolito, steve pross and Gregory sotir. And they will be followed by clarence larkins, lauren young, and I believe the last name is mosman on southeast 28th.

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Adams: Good evening. Anyone else wish to testify that hasn't testified thus far? Come on up. Oh. Sorry.

Moore: We should have alan hippolito, steve, and gregory. Let's go ahead with clarence larkins.

Adams: Clarence larkens. Mr. Hipolito, do you want to begin?

Alan Hipolito: Yes. Thank you, my name is alan hipolito. Thank you for coming to cully and share information on the work the bureau doing altogether. I serve for an organization named verde. Our mission is to serve communities by building environmental wealth through social enterprise, outreach and advocacy. First thing I would certainly like to support hacienda and their efforts to increase affordable housing in the neighborhood. So encourage the zoning that they are requesting. We have been participating in the cully main street plan since commencement and we appreciate the opportunity to contribute language to the plan and to be in the stakeholder group. First I would like to say we are very excited about these transportation changes. We are looking Portland to training some of first work force to do these alternative design standards and hoping to pilot them northeast 72nd as the entrance to cully park. And then beyond that look forward to future installations in the neighborhood with procurement practices allow us to continue to hire locally. I just wanted to talk a little bit about our history in Portland. Our history together of gentrification, displacement, is accompanied by many plans that have sought to do the kind of things that we are doing here. If you go back to the interstate corridor renewal plan it talks about benefiting primarily existing residents and providing timely benefits to the groups most at risk of displacement. If you go back and look at the albina community plan, it has a section that talks about looking backwards from 2000 and some of things it says there, for example, is that incorporating project alberta into the albina community plan that is aid that project in achieving its vision of providing a vital small business corridor on alberta street. Right. We need to do, doing something different is the operative. The question these other endeavors had good language. They had strong community-based organization. They had existing partnerships between the city and those organizations. So verde, after consultation with our partners, we would like to recommend both a robust data collection process that puts this information in front of us on a very regular basis so we can react to changes that are going on in the neighborhood. And we also need to sit down with the experts in land use and zoning to develop, identify some of these new tools that the mayor was referring to. We are job creators. We are affordable housing providers, youth educators. Land use planners. We have goals but we work with the expertise to develop the tools and we can do that. Right? We have worked on a lot of stuff together. We worked on cully park together. We have worked on grey to green together and clean energy works together and created a lot of new stuff by sitting around the table with really positive outcomes. The bar is high. This is hard work but we can make it happen.

Adams: Thank you. Sir.

Greg Sotir: Hi there. My name is greg and I am a homeowner and thanks for coming out to cully. It's really nice see you out here. As a homeowner, I have a couple of concerns. One is the cost of the repaving of streets. I am a semi-retired teacher. I am soon going to be living on a very small pension. And I am wondering about, you know, how this is going to affect me when it actually comes into play. I'm wondering if there's any kind of like alternatives or option that can be set up. I really appreciate the fact that you have done the work to reduce the cost to \$60 a month. But for some of us it's going to be a hardship. So I don't know whether there are other opportunities or alternatives, volunteer opportunities that might be brought in. Something that certainly would be helpful to me personally. And also, in terms of gentrification, I have seen it happen. It's a horrible thing. I really proud of the fact that I live in such a diverse neighborhood in Portland and I have really enjoy the diversity. I don't want to see gentrification happening again, especially after moving here from places that were so heavily gentrified in the past. So whatever you can do to protect the diversity of our neighborhoods I would very much appreciate it. And lastly, there's been

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some talk here about property values going up. As some of you are aware, we may have like 10 to 12 coal trains running down these railroads within the next few years. So I really encourage the council to put forth a proposal to come out against nicole transport. Because that will cause our property values to go down. And if you are willing to invest all this money into building up our local business community, which I really strongly support, it would really be a shame to see our property values tank because of massive amounts of coal going through our neighborhoods.
Thanks.

Fritz: Thank you so much for mentioning that. There is a hearing september 19th at 2:00 in the afternoon, the council will consider a resolution opposing coal trains coming through the city. Thank you for bringing that up.

Adams: Hi. Welcome.

Clarence Larkins: Thank you. My name is clarence larkins. I am president of the 42nd avenue business association. I want to welcome you to our community and I know sam has been working in our community quite a while even when he was a commissioner. Nick Fish has been visiting us for quite a bit and amanda was at our street fair sunday. Thank you for participating in our community. We talked about gentrification and employment a lot. And I think that one of the solutions to gentrification is employment. I think that if people had decent jobs and those brochures I passed out are actually two parts to it. One is a flyer and one is a brochure. But I have, I work with an organization called straight path inc which is a second chance program. We work with people with a criminal history and low income and so we help with training and to help these folks get jobs. Because years ago, we had a large population of gang violence and drug, drug offenses come through our community. And a lot of these guys can't get jobs these days. So our program straight path helps with that situation. That would also help keep us diversified. If we can help these folks get jobs, so that's one thing that I am really happy that people are focused on gentrification. But I think one of the biggest things with gentrification is employment. And we can look at getting these folks employed, they can afford to live wherever they want to live. If they choose to live in the community, they can. So I think employment is a big piece.

Adams: I look forward to the discussions because it really is whatever the right metaphor, a push and the pull. You want investors interested in investing in the kinds of businesses that the neighborhood wants so you have to be welcome to a certain degree but you have to be very careful about the tipping point on gentrification. So it's tough. But I do think that the work is more than good enough to do our best work in improving the neighborhood without gentrifying. I don't think we have had a better opportunity since I have lived in Portland for a couple of decades and back to the issue of existing homeownership is much higher than I can recall it being ever in northeast Portland for especially for Portlanders that aren't white. Thank you.

Larkins: Just one more thing. We talk about commercial property in different businesses moving into the community. And tax abatement, I think we can include employment in some of those situations when these new business and new comes move in.

Adams: Absolutely.

Larkins: Especially for this population that's not spoken for.

Adams: That's good.

Fish: I would like to just add, chair cogen and I in the last legislative session went down to salem to get a change in the law clarification of the law. And there was an ambiguity whether the commercial portion of a building getting the tax abatement could be subject to the tax abatement. The idea was in some parts of the city where we were having difficulty getting grocery stores or other amenity because of market forces people weren't coming in. We wanted to have this in our tool kit. The legislature clarified the law giving the city and the county that tool. So with respect to tax abatements it is now possible with the county's concurrence to extend the abatement to the commercial portion which either serves as an inducements to getting in the grocery store we have

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been trying to get or something else or actually helps cross subsidize the building to keep the other units affordable. It's a tool that we have in the legislature gave us that authority because the city and the county came together. Thank you.

Adams: Again, thank you very much. Next three.

Moore: Lauren young. -moesman on southeast 27th and robert granger.

Adams: Would you like to begin, lauren?

Lauren Young: Sure. All right. People usually don't have a hard time hearing me so I will try to sit way back. Ok. My name is lauren young and I am a cully association of neighbors board member representing the neighborhood and related to matters in transportation and I am also was a participant in the project working group for the cully commercial corridor and local street plan project. I am also a business person here in cully. I am a parent and I am a nine-year homeowner in cully. I would like to thank the council for taking the time to travel into the community in order to give residents the greatest possible opportunity to participate in the conversation tonight. Thank you. The council's collective presence here this evening demonstrates an exemplary commitment to our communities. The cully commercial corridor and local street plan project presents both the residents of cully and the city with an extraordinary opportunity to support the emergence of the community rooted economic opportunity district that would provide not only business opportunities but also support the community's vision of a future with safe and accessible streets running through welcoming, diverse and prosperous neighborhood. I would also like to take a moment to thank mayor Adams for meeting with communities affected by unapproved and substandard streets at citywide land use meetings on july 23rd where neighborhood representatives from all over the city were given the opportunity to weigh in on various aspects of the recently announced out of the mud and dust initiative. Most especially I would like to thank the mayor for tacking the daunting reality of the extraordinarily high cost associated with full street improvements in an effort to provide at least some measure of relief for communities in need of safe and accessible streets. I just heard the buzzer. I had two comments in addition to based on what I heard from previous testimony. I was really please to do hear they are considering at least the possibility of a district wide local improvement district. I believe that this is the most fair and equitable way to achieve a low cost improvement and mitigate traffic concentration concerns with streets that are identified just as the target streets. Ok. So just on the topic of gentrification everybody is talking about it. I think that they have a very good handle on it but I haven't heard anyone talk about the concern over the vast majority of homeowners who have lost equity if not all of their equity in their homes. And the opportunities that this project provides for them to recover some of their lost equity over the long term and provide some real opportunities in this community to start, at least start some recovery. Thank you. [applause]

Adams: And thanks forever your service on the citywide land use group. Appreciate it. Hi.

Robert Granger: Mayor, commissioners, thank you for coming out to cully. Bob granger. I live in the neighborhood and I have been informed as a part of the steering committee work on this project as well as the 42nd avenue neighborhood prosperity initiative, I also sit on the neighborhood center peg group working on the comprehensive plan update. And I get that background --

Adams: We should pay you a salary. [laughter]

Granger: I bring those things because I want to kind of reframe what I think this project to a certain degree is about. And it's basically fixing old planning models. If you look at what happened when, when this part of the city was annexed into Portland, the urban planning model was one that very much revolved around commercial districted developed on transportation lines. It also did what I call blanket rezoning, where most all of this neighborhood was just, I won't say arbitrarily but basically zoned residential. Based on the model at the time. And you inherited, we all inherited the street system that's in place. These are problems that we are trying to fix. We look at this rezoning, in particularly as it's well thought out in this project, it's first of all we are really

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transforming from an old 1980s urban design model to a new model based on the idea of neighborhood centers where you have concentrations of commercial and residential working together to serve the neighborhood. The second thing is that you are fixing the zoning issues where moving people from residential zoning to more appropriate zoning to fit that urban design model. Those are costs. And I speak to this as an owner of commercial property, kind of grandfathered commercial property in this neighborhood. And I understand what property owners have to go through to make these changes happen. And it's costly. Ok. So in talking about displacement, one of the issues is that displacement of existing business commercial property owners, because, a, they have to pay for getting legal nonconforming status based on nothing that they did themselves. It was the city that did that blanket rezoning. Secondly, they have to, in many cases, pay for street improvements on top of it. What you are doing is you are forcing commercial property owners to have to sell. Because the only people can afford to pay the price of going through land use and the price of doing the development are those that are going to come in, knock down and put it in. If we talk about not just gentrification but displacement, displacement of existing businesses and existing commercial property owners, this takes some of that burden away and helps them move in, and stay in the neighborhood.

Adams: I think you, I just want to underscore what you are saying. Because that does fuel gentrification. It also fuels displacement of local business by national businesses that have deeper pockets and more patient capital. So they are willing to pay above market because they have their own access to cheaper capital than independent business does. Go through all the folderol and extra costs of giving waivers and everything else. And we I think -- you have pointed out a really important point in our later discussions we need to go through. I think we can all agree that that city council in the 1980s that did that was the worst city council ever. [laughter] i'm joking but not entirely because they did it throughout the city. And to be able to fix it here is great.

Granger: Just one other thing I would like to add. The same thing goes for property owners. The reality is if you look at property sizes, there's going to be infill. Infill development for residential is going to happen because it can either happen by the current property owners who can afford to do a land division and develop a small house, maybe an adu or something that sits next to it. Or given the cost of the land division plus the cost of street improvements, that are forced through that development, you are forcing them to say, I can't afford to do it. You have to sell to a developer who comes in and puts in something else.

Adams: Right now the city council, we waived, for example, system development charges for adu. That's a great way to --

Young: Thank you.

Adams: That's a great way to provide economic stability which can prevent gentrification because you don't have to do the land division. There's some opportunities there that are about implementation that I think we can work on.

Fish: Mayor, before we introduce chris smith, I want to say for the record since you have offered an honorarium to bob and members of the neighborhood association, knowing how many hats chris wears, chris, I am, you are going to get the same honorarium.

Adams: I don't know.

Chris Smith: Chris smith, member of the planning and sustainability commission. I want to note when our commission held our hearing here, we got tamales. I haven't tasted the strawberry bread so I don't know which of us got the better deal but we can agree this is a very hospitable neighborhood. This project was a pleasure to work on. I want to associate myself with the remarks of chair baugh, I agree with everything he said. And celebrate the work of debbie and denver who did just a wonderful job working on this. It's really a pleasure to be able to use the zoning tools available to our commission to unlock the aspirations of a neighborhood and to have it delivered to us in such a unified way. We often have contentious projects that come to us and this was not

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anything like that. So I really enjoyed working on this. I do want to highlight a couple of things. I think allen hipolito's point to the extent there is going to be investment in this neighborhood, if that can benefit a local work force, that's a huge step towards mitigating against potential risk mitigation. I want to comment a little bit about the out of the mud project. Because we got our first look at that through this project and we have been briefed fully on the project. Every time I see it I like it better. I tivoed your work session yesterday so I got the latest version. I knew it street by street. Out of the mud making your messaging magic.

Adams: I just thought, no, actually, it was carin brooks on my staff but I added the (and dust.)

Smith: I should have known.

Fish: You tivoed our work session? I call that a cry to help. We will talk later. We will talk to you later about mitigation around that.

Smith: A couple of points about the program. Not withstanding my personal life. I really like the options we are creating. I particularly want to call out walkway only option because I would love to have us have strong options that are aimed first at people walking, biking, with strollers, and put the automobile at the bottom of the hierarchy instead of the top so the design standard is really around people less than the vehicles. When we had our hearing here I tried to use word "vunerotff" so my cultural sensitivity got improved. We should spend time only that end of the spectrum. That would be less expensive. I appreciate the fact that in part based on input from our commission the targeted for these speed limits for those streets is 15 miles an hour rather than 20. That's a lot saner when we are talking about mixing vulnerable road users and vehicles in the same space even at low volumes so thank you.

Adams: Look forward to working with the commission on that. Thank you, gentlemen. Madam.

Moore-Love: The next three are john jackley, tony defalco and michael. And they will be followed by tony, eli and michelle. Michael? Tony?

Adams: Tony. Ok. Tony. Do you want to go? Welcome.

Tony Defalco: Thank you. Thanks for the opportunity to testify. My name is tony defalco and I serve as the coordinator of living cully, cully ecodistrict, an initiative of hacienda and naya and it's designed as an antipoverty strategy that delivers economic and environmental benefits. Our current signature projects include building cully park, rehab and build, and ecological and cultural restoration of naya's backyard. Living cully interprets business and contracting opportunities and youth education for low-income people. We are developing the capacity here in cully to build parks, streets, sidewalks, housing, and needed services. Let us build cully park is a coalition of 17 community serving organizations dedicated to building cully park. We have raised \$1.5 million toward the \$3 million required. We have created partnerships with deq and Oregon health authority to ensure the safety the site. Our partners are strong. We have secured additional dollars from the state to identify point economic development associated with the park. Thanks to this council, we have secured an agreement to hire and train low-income people, reduce economic disparities as well as disparities to access and open space here in cully. We have done this in a deeply inclusive community-led process where community members including youth are designing the parks features. We are opening the community garden the first feature of the park, on october 18th. You all are invited to join that celebration. This is a model that brings a need investment to this community at minimal cost to the city and with anti-displacement benefits. What we need here is a plan that enables us as a community to replicate aspects of this model and bring in additional need the investments to cully without displacing folks. The plan is close. First it needs to add direction to 1256 to provide tools to prevent displacement and gentrify case. It needs specify these types of projects and I speak of the cully park project, increase significantly in size, scope, and participants in order to make a broad impact on gentrification ask displacement in cully. Third, the last statement on the gentrification resolution needs to be strong inner directing pp&r to not merely consider more public private partnerships but to incorporate this model of development into the

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development of urban parks and future parks and open space investments in cully. If it's optional and there's no economic benefit to low-income people in this neighborhood, then we are merely replicating a model that has led to displacement and gentrification elsewhere. Thank you.

Adams: Thank you. Tony.

Tony Fuentes: Sure. My name is tony. I am a resident as well as business owner in the area. I also sit on the Multnomah business advisory board as well as the neighborhood economic development leadership group, is that what it's called? Something like that. I am here to support these proposals and I would like to echo the comments of alan hipolito as well as clarence larken as well as the gentrification issue and economic development issues. I think we have to recognize we have had a lot of very enticing and lofty language in the past that we have not lived up to. I think speaking for myself as a member of the neighborhood economic development strategy leadership group I feel that that particular strategy has actually calls out a lot of the failings that happened in the past with regards to the investments and opportunities that the city has created that has actually fostered gentrification, even though that wasn't the intention. So this is a good opportunity to learn from our mistakes. With regards to when you look at map what you see over 30 years you see very little improvement in terms of transportation system. This is 2012. And we are talking about this issue as long as I have lived in the community which is 11 years. I hope that we are not talking about it for another 11 years, another 30 years or what have you. With regards to getting people to jobs, the transportation connections is one of the biggest detriments to that. The bus systems do not connect people to the economy centers in this city or regions. The opportunities to actually get to employment areas by bike recall limited. By walking are limited so you are stuck with having to drive and dealing with the cost of auto ownership as well as being that much further out from opportunities for high wage paying jobs. In terms of gentrification issue and helping to remedy it, the housing issue I think is very, very important but I would really point towards economic opportunities and business development within the community. I would also make sure that that process is collaborative, that you are working with the community to ensure that they are seeing an opportunity to have their power and their economic buying power stay in their community. One of the big things you will see within this study is there's a huge a leakage of people spending that leaves cully. This is a community that actually has quite a lot of money to invest in economic development. However, right now there's nowhere to spend that. Lastly, I would say that also in terms of developing economic opportunities in the community, we have to ensure that there's equal access to capital for small business owners as well as especially minority and immigrant owners. That this is technical support for these folks as well so they can grow their businesses and thirdly that we don't just look at store fronts as being the opportunity for growing jobs here. That we recognize there is always a chance to have business incubators here, to have high-tech incubators here. To have manufacturing incubators here, any kind of job mix that's possible in any other area in the city. Thank you.

Adams: Sure.

John Jackley, Portland Development Commission: Thank you. Mayor damns Adams, i'm john jackley, the social equity director for the Portland development commission. I am here tonight to express pdc's support for the cully main street and the local street plan and for the action that is you have got under consideration here. A year ago may 2011, the city adopted its first economic development strategy. The strategy is based on three equity foundations: Communities of color, lower income people and traditionally underserved areas. This neighborhood economics development strategy is our new guide for making investments in the neighborhood and it's fundamentally changed the way we do business. With this strategy as our guide, we now look at every investment decision through a conscious equity lens. It's actually a spreadsheet and it's attached to every financial grant and transaction that goes through our system. The primary question that we look at is who benefits? And what right impacts on existing residents and

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businesses? As a result, this equity lens places equity at the top, not just of our mission or values, but about our operational considerations as well. Now, following the adoption of the neighborhood economic development strategy in the fall of 2011, mayor Adams along with chair Jeff Cogen announced the establishment of the neighborhood prosperity initiative. We call these of the npd districts. This strengthens the competitiveness of community districts through community plan and community invested operations. These npd districts are specifically in place in the Cully district is the flagship. To help prevent displacement and avoid the negative aspects of gentrification. The npds are different from traditional ones because the investment decisions are decided by the community and the district will be managed by the community through straight staff. The investments are small in scale and very localized and instead of tax increment financing they use tax increment revenue. So in closing pdc and the Cully npd will work closely with the alliance, the community, everyone involved to ensure that the npd programs investment and process decisions align with this vision. Thank you.

Fish: May I ask a question? John? Tony and at least one other speaker talked about what, to my ears, is a new model for how we might do contracting for certain kinds of capital projects. And let's take parts for a second. The last project that pdc and parks were involved in was the bidding for the fields, the third park in a sequence in the river district. I think, don't quote me on this but I think the number we got from pdc when you add up all the contract is we are going to set highest participation ever in a parks development, over 50%, minority, women, emerging small business. But we still had to go through a competitive bidding process to select the contractor. We are bound by a set of rules. So to the extent we are using public resources, which would be different than Thomas Cully park because the city is not directly investing in let us build Cully now. Is there a model for how we can have direct city participation with dollars and fundamentally change the contracting process as has been suggested?

Jackley: Commissioner, I think you are right and I think you picked a perfect example of the new model for contracting. That's fields park which is in the pearl district. We had a great partnership with the parks department on it as well as with the city's contracting folks, Christine Moody and her shop. And we did some really innovative outreach and we partnered with the metropolitan contracting improvement partnership on technical assistance for the city's part. We worked with the national association of minority contractors Oregon to identify not just subcontractors but prime contractors who might be in a position to bid. We greatly expanded the on site walk throughs. We put plans in blueprints available at mcip. And although the nature of the work didn't lend itself to cmgc or rfp --

Fish: Which is?

Jackley: I'm sorry. Construction management general contractor or a request for proposal. It was a low bid and we looked generally for every possible alternative to low bid but the state statute does prevail in many cases. And as a result, when parks was finished with the bidding, not only did they hit I think a record participation from parks but the prime contractor was a Latino contractor. R&R construction.

Fish: And I think just the reason I asked you that is that we are bound by state law. And so, and other laws. And we can't just declare that so and so is going to get the work when it's public resources. But there are ways that we have learned that we can become more creative and that's partly in the outreach. It's partly in encouraging partnerships between organizations and we have contractors that are partnering with minority contractors to give them the capacity building opportunity and the like. So there are paths to getting there but I just wanted to be clear on the report what we can't do I just by fiat declare we are going to do something. But we are bound by state law.

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

Adams: Thank you, gentlemen. Next three.

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Moore-Love: Last three who sign upped are eli spevak, michelle arnts and chris browne.

Eli Spevak: Sure. My name is eli spevak and I want to thank you for having the meeting in the neighborhood four blocks from my house and having child care without which I can guarantee my wife and I would not still be here. I am a developer and general contractor. Building small communities of homes in one just a few blocks away from here and I didn't realize until looking through this plan how much it involves transportation and street improvements. I wanted to share a little experience in terms of existing trees on properties where we were required to do 220 feet of half street improvements as part of the development which I understand the reason behind that. And I was really surprised going through the process of public works how if I had not interceded seriously and done a lot of arm wrestling we would have been forced to remove 36 inches diameter cedar tree which provided significant storm water sequestering as part of our design. I actually had to go through significant process to go through a small wiggle in the sidewalk to preserve that tree. I don't to bring this up as a single isolated case of my experience but I will say as part of the process we looked up and down the street, and there are, I wish I had the stats there are about 20 trees if this gets built out with sidewalks and swales they will be removed as part of the construction. Which we don't want. Right? I want to let you know as councilors if you go through the process here's what I experienced. Bureau of environmental services is a great job of designing swales and requiring new trees. But they apparently give zero weight to existing trees that are providing storm water management features especially evergreens. And I also found that pbob ran the process. I think urban forestry had very little clout in the process and bes had very short toolbox. This is about a year ago. And I will say that the --

Adams: There have been two major changes that I would love to get your feedback on. One the city has a new tree ordinance. And, two, the emerging get the city off the mud. If you go online you can see southeast mill where the trees are incorporated into the shoulders 6789 so I agree with you and we have sought to make changes.

Spevak: Good. Getting off the mud has much less impact on the trees because it's narrower hardscape. I don't know if the tree ordinance attends the trees that are threatened by right of way improvements themselves that would cut through root zones. I say get bes more clout and more tools in this process or else you might ends up giving a lot of trees cut down in neighborhoods like cully ends up getting civic improvements.

Fish: Eli, could you take an extra 15 seconds and gives an update on the project you are working on in cully?

Spevak: We are doing 16 homes on two acres with on site community gardens and a common house. And all but one or two are presold. And it's going to be a great intergenerational little pocket neighborhood on two acres very close by. We are very excited to move into it ourselves and we got some wonderful neighbors, both already on the street and we will be moving in. Called cully grove.

Adams: Thank you. Ma'am, would you like to begin?

Michele Arntz: Yes. My name is michele arnts. And I live a block and a half from here. And I am very supportive of the proposed improvements in the neighborhood. I also have two children that go to this school. So I am very familiar with the demographic of the neighborhood and, sorry, and I would like to speak for the kids in the neighborhood. Because I know you don't do schools. I realize that. It's not your deal. But from the very beginning I have been concerned about the development increasing the density of families and the density of children. So you may or may not know but I am hoping that you do rigler school is now going to be k-5 school. It was k-8. It's been through a lot of changes for the kids in this neighborhood. Embarrassing amount of changes over the past 10 to 20 years. And so I really like looking forward and I like preserving the neighborhood and I like to say that I don't want to be the person that's the nay sayer or painting the devil on the wall but fry and work with the school district. I know that working with the school district is

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getting easier. And think about where you might put the next school. Because this school is full now. And it's a k-5. The school down the street, harvey scott, is full now, very full. And they are going to get some relief but if you put a whole bunch of houses on the street right down there on cully, I don't know where those kids are going to go to school. And if they come here, they to go harvey scott which are the only two, it's going to be overcrowded again. And you know what? Most, not most, many of the families already go to school here in this neighborhood. So if you make it a desirable, more desirable neighborhood and more people want to come you are going to increase the capture rate and the crowding is going to get worse. And we just went through a very long process of enrollment balancing which I am sure you know about and I think we want to avoid that. I don't know, you know, start thinking about where that property is going to be and what it's going to look like.

Adams: Thank you. Sir?

Chris Browne: My name is chris browne. And [inaudible] I think this is -- mine is red just like hers.

Browne: It's on. My name is chris brown. And i've been here for like 50 years. I think this is a real great project. Debbie has done a great job. We have, of course, everybody has one bone to pick. And the one that I have is the going from r-2 to r-1 for the, what it says in the document is the south side of killingsworth at cully. And actually, the south side of killingsworth, that's the hacienda stuff. They want to go from -- they want to be able to double their occupancy. They say right now that they are they only want to add 38 additional units. I think if that was left at a r-2, they could work with the city and add an additional 38 units. Or it could be, I don't know if it can be but could it be like a 1.7? Instead of an r-1? There's an article in "the Oregonian" that, in june, that larry bingham wrote quoting debbie, saying that there was nothing that they could do about a development down on fremont because the city had already given them the zoning. And so if you give the hacienda that area, it actually it's the hacienda and there's another unit right next to it, 150 feet. Most of that development is not on killingsworth but it's on emerson, the next street up, the neighborhood street up. Right now there's a whole bunch of cars parked there. If they only add 38, that's great. But if they add more, the parking will be that much worse. And the hacienda says they are only going to add 38 but the other lot on the end on emerson, which is 150 feet of that 900 feet on emerson, they didn't say what they were going to do.

Adams: Ok. Thank you.

Fish: I think in fairness, larry bingham should be allowed to do a rebuttal. Would you care to say anything?

Browne: I read your article.

Fritz: You are raising a city wide issue and I appreciate that. The council has asked the planning and sustainability commission to hold a hearing and bring back us to before the end of the year a recommendation on the issue of parking in multifamily apartments. It's something that has been come place for quite some time. So it's certainly of concern here in cully, if the zoning changes. It's a city wide issue which I agree needs to be addressed sooner rather than later.

Browne: Yeah. That's what we hear. And also if all they want is 38 more units.

Adams: Ok. We have to move on. Sorry. We got -- thank you all very much. All right. Let's entertain motions for amendment. Commissioner Saltzman.

Saltzman: I would like, of my that figure 8, the pedestrian bicycle routes map on page 37 of the plan have the greenway designation on northeast alberta between northeast 72nd and northeast 77th.

Fish: I will second that.

Saltzman: Removed pending further refinement in the plan.

Fish: Second.

Adams: Any council discussion?

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Fish: Mayor, I had a question of you because you had raised the question of the possibility that the timing could prejudice the ability for this project to get in the queue. So is there a time line associated with this amendment?

Adams: No. I have no doubt that Kathy will make sure that we get, we get a route, whatever the route is. I really mean that sincerely. I don't know off the top of my head. I do know that at the end of the calendar year, we submit our fund request to the regional transportation decision-making end. It sounds like it's in part a question of where the hearings were held and the time of year. I think we can rectify that in the fall.

Fish: Thank you.

Adams: Karla, would you please call the vote on the motion.

Saltzman: Aye.

Fritz: This is evidence that there is always opportunity even at very last hearing after a year-long process to make changes and improvements in the plan. So thank you for bringing this forward. To the community and thank you to commissioner Saltzman. Aye.

Fish: Aye.

Adams: Aye. Amendment is approved. [gavel pounded] I move that we substitute the title so that commissioner Saltzman doesn't go to jail.

Fish: Second.

Harry Auerbach, Chief Deputy City Attorney: Mr. Mayor, do you want to incorporate those changes throughout the documents?

Adams: And that we incorporate those changes throughout the documents so it reads the cully commercial.

Adams: It's been moved and second. Any discussion? Can you please caught vote on the motion?

Saltzman: Aye.

Fritz: This is an example of how attention to detail really does matter. Aye.

Fish: Aye.

Adams: Aye. We changed the name of the plan. I move to amend the resolution to require reporting every year instead of every three years and so I have it in writing here, beginning in the fall of this year. So.

Saltzman: About the gentrification?

Adams: Yes. It reads as follows. "now therefore be it resolved the bureau of planning and sustainability, the Portland development commission, the Portland housing bureau and all other necessary Portland plan partners as part of implementing Portland plan action 97 compiled monitor and evaluate historic, current, and future demographic housing and planning data for the cully neighborhood every year beginning in the fall of 2012, and share this information with agency and community partners like the Portland plan partners, to inform and adjust local strategies as necessary."

Saltzman: Seconded.

Adams: Moved and seconded.

Fish: Mayor, I have a question.

Adams: Yes.

Fish: I am in favor of it but my sense historically is that when you in a resolution say multiple bureaus are responsible for doing something, what's lost in the translation is who is the lead bureau.

Adams: Bureau of planning and sustainability.

Fish: Thank you.

Adams: Follow by the parks bureau. [laughter]

Fritz: And I have a question.

Fish: Next mayor will decide that question.

Fritz: We will be having a report in a couple of months?

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Adams: Yes. We have actually been working on this. Karla, ask you please call the vote on the motion.

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

Adams: Aye. I move to amend the resolution to direct staff to convene a committee within the next 60 days on additional land use and zoning tools to advance community goals and to avoid gentrification, to add a whereas clause that reads the following. Now therefore be it resolved that the bureau of planning and sustainability, Portland development commission, the Portland housing bureau, and others convene a stakeholder committee within the next 60 days to examine the additional land use and zoning tools to prevent displacement and gentrification in advance community benefit goals and report back on additional tools that the city has at its disposal or the city might choose to advocate for through changes in state law."

Saltzman: Second.

Adams: Council discussion?

Fish: Mayor, the two issues that I heard floated that the hearing were rent control and inclusionary zoning. There could be many more. Just so everyone is clear we are preempted under state law from considering inclusionary zoning. The irony in that is that the second of hud, the federal housing secretary, is a great champion of inclusionary zoning. And successfully saw it implemented in new york city when he was the housing commissioner. So we are effectively prevented by law preemption from even considering locally whether to have that. So I think it's worthy of a discussion now so that we can decide whether to put it in our legislative agenda.

Adams: Just by way example it took me four sessions, eight years to get some local control on our speeds. So sometimes it takes time but it's worth, it might, I think it's worth the effort, personally. Karla, can you please call the vote.

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

Adams: Aye. [gavel pounded] are there other amendments? Karla, can you please call the vote on accepting the cully corridor -- the cully commercial corridor and local street plan. As amended.

Moore-Love: 970.

Saltzman: Well, I think it's worth explaining the cully commercial corridor and local street plan formerly known as the cully main street plan will be voted on at the council session next week. But certainly, and I am pleased to support the transportation plan, and really just to compliment again the cully neighborhood association, bureau of planning and sustainability, transportation, mayor for bringing all these, this plan and resolutions to our attention and for our support. And I am pleased to support them now as I will support them next week. The cully neighborhood has always been an outstanding neighborhood in terms of its activism and neighborhood participation. I am always amazed how many people are there at their neighborhood meetings when I go. I just want to say this is another testament to your faith and my hope that is this plan stands the test of time and he results in the prosperity and that we all hope will come to the cully neighborhood as well as improved transportation access to workings to and from one part of the neighborhood to another, and to cully boulevard to support the local businesses there. So great work to everybody and I vote yes on the resolution and will vote yes next week on the ordinance. Aye.

Fritz: What a great hearing. What a great community. When a great plan. And great staff. I am the mother of three children and I can item you why each one of them is my favorite child. It the commissioner in charge of the office of neighborhood involvement and I can tell you why each one of the 95 neighborhoods is my favorite neighborhood but tonight you have shown why this is a great neighborhood. And I do commend the leadership of kathy who for a long time has been a driving force and a gathering force and as somebody who brings community together and who truly cares about this community so thank you very much, cathy, to are your leadership and thank you to each one of you for being here tonight. Michelle's comments on the school capacity is both a challenge and a joy. What a great thing we have so many families in cully who go to their local

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public schools. Their great local public schools. I have done some weeding in the storm water garden here at rigler and I know the love and the passion that the teachers and the students and the families center here and what a great environment it is. It has been inspiring tonight to hear how many times concern over gentrification has come up as a concern for our neighbors here in cully. And the joy of living in a community that is perhaps the most diverse in the state and understanding why that matters and how it matters and having some great suggestions for how to make sure that it stays that way. So I am very much appreciative of mayor Adams and susan anderson, your team at the bureau of planning for looking at this holistically, looking at this plan, for look at cully streets and thinking how that might be implemented city wide for thinking about the cost and is that fair? Who pays? Who benefits? And is that fair? That's the essence of what the office of equity and human rights is going to be look at city wide for jobs and contracts and services within the city of Portland and throughout our neighborhoods. So thank you, everyone, who has participated in this for leading us and for guiding us and for partnering with us. It's a great example of the community and the city working together for a better tomorrow. And fixing the since of the past as was mentioned by one of our testifiers tonight. Thank you all. Aye.

Fish: First the number of people who testified tonight were kind enough to thank the council for being at this hearing. I want to turn it around and thank the community for inviting us to your neighborhood to have this hearing. And it's been my experience and my colleagues' experience when we are out in the community and people have a chance to actually attend, because I can assure if you this was a city hall hearing after hours we would not have the same attendance because of the transportation challenges, it's much more productive. So thank you for hosting us. I have been on the council for four years and I have said this, I say this every time I am in front of debbie. I think the two most successful plans that we have debated, adopted, and worked to implement were the cully concordia plans and east Portland action plan. And the reason that I think they are the most successful is I think they hit the reset button on the relationship between the city and the council and the community. Both plans really were developed by the community. Both plans involved a whole different approach from planning's point. View and the city's point of view engaged in the community and both plans have given us clear road maps forward with measurable results along the way. And I have felt a palpable change in the relationship between the city and the impacted communities because the plan was done right. And on this one, debbie, hats off really to you and the team for all your good work. It makes our job a lot easier but it also allows us to connect more deeply with the community. On the question of gentrification, I just want to make a comment. We talked about this earlier. There is a divergence of opinion on this subject about the tools we should use to address gentrification. There is one school of thought that we should invest in developed neighborhoods that already have high performing schools, significant infrastructure, in order to provide choice so that people can live in a southwest Portland, or live in if you look regionally a lake oswego. There's another school of thought that says that in areas that have been neglected historically, we have an obligation to invest and create choice in those neighborhoods. For what it's worth, my view on this is we should do both. We should invest in areas that are stronger and have more investment infrastructure and amenities and we could invest in areas that are developing. Because real choice means that a low-wage worker deciding to live in our great city should have the same choice as a highway-wage worker in look at all of our neighborhoods and seeing a fewer barriers to entry. And you should be able to choose to live in lents or cully or in southwest or inner northeast for personal reasons, historical reasons, or as one of our testifiers said tonight because for 50 years you have lived here and this is home. Whatever your reason, we could be working on removing the barriers so people can really choose and that means investing in all neighborhoods. So I reject categorically the idea we should not be investing in lents and cully because we are somehow concentrating people in areas. I find that offensive and I think it's a historic -- ahistorical. On the question of how we move forward, I just want to note, and we have heard that the new

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garden at thomas cully park, there will be an opening in october, that garden will actually get the city to its 1,000th garden goal. That will be a big celebration. I also want to announce that on the worry bin property at northeast 52nd between alberta court and wygant the next open house is actually going to be here on september 8th & people will have a chance to look at the plan that's developing. Kathy, thanks to you and all the advocates for the work that led to the sumner street community garden. That's proof that sometimes it takes maybe longer than we would like but perseverance pays off. And finally I want to make a little plug for a parks bond. Recently, in concert with the parks board, and parks advocates, we announced next we're we will go out and seek public support for a park bond. Every 10 years or so, the city does this and this is why we are a gold medal system. Because the public on a regular basis invests in our system. And the theme of this parks bond will be bringing equity to under served areas. We have some wonderful plans that have been developed like at thomas cully park, like at park lane, as the mayor alluded to gateway earlier, we have a gateway park. We have a new plan for lents park. But we don't have is the tens of millions of dollars of capital dollars to build them out and we won't have those dollars medicals we successfully pass a bond measure. So I urge you to get involved in that discussion as we proceed and I urge you to consider what your priorities would be in underserved areas of the city like cully concordia where you would like to see the early investments made. Thanks for coming out tonight and sharing your testimony. I know for all of us we learn a lot and I look forward as the parks and housing commissioner to work shoulder to shoulder with you to move forward. Aye.

Adams: I will just reiterate my thanks to the community for your participation in this process to all the leadership. Planning commission, debbie absolutely, susan, and under score denver who is a transportation planner and really our work together on this plan helped inform the city wide plan of get city out of the mud and dust. Staff will tell you behind the scenes, I have been passionate that we not overpromise in this plan. For example, the first street examples I saw were what andre baugh, chair of the commission talked about, the cheap and skinny streets of 10 years ago turned out to be skinny but not cheap. And we have had very few uptake, very little uptake on that. So cost effective approaches, I think, are in this plan. And I look forward to the discussions about gentrification. I think that there are a lot of lessons to be learned, more applicable lessons potentially to be learned in addition to northeast Portland, and other parts of the city as well. I think the issues of education and training are absolutely key. I think making sure that the partnership with the school districts, I think is absolutely critical. Not only for facility issues, which are dire, but also for the quality of the education, opportunities for everybody. So I am excited to do the follow -- up on this before I retire. And I am really pleased to support it. I want to thank lisa libby and ray, and john in my office for their work on this as well. Aye. [gavel pounded]

Adams: And now the vote on 971.

Saltzman: Aye.

Fritz: I sure like you when we have two votes because I can remember to say -- [laughter] usually he holds the gavel in his right hand and it's right next to me. Commissioner Fish's comments on the bond measure for potential bond measure for parks shows again that as in this process, getting in early, having your comments, that will be good to be in that process. We have another bond measure on the ballot in november for construction for Portland public schools. And this council has recently dedicated over \$5 million to provide over 100 teachers for the classes this year as was mentioned that they are overcrowded. So it's important. We are not allowed to do any more or can't do any more in terms of providing ongoing funding. I hope that each one of you helps with us down at the legislature to demand that the legislature take care of ongoing stable school funding. That is the biggest need across our city, across our state and I slight you to our legislative setting forum which is september 27th at 6:00 at the Portland building. You are welcome to come down and make your voice heard as to the things you would like to see changed at the state level and to

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partner with us both in helping to get the Portland public schools bond measure passed in november and then demanding that the legislature address this ongoing issue. Because without that, we can make all of the neighborhood improvements that we are planning to do, if we can't educate our children, then the future won't look like what this flan says it's going to be. Again, thank you very much for your participation and thank you, debbie, for your leadership on this project. Aye.

Fish: Aye.

Adams: The ballot measure would provide a certified arts educator into this school. \$35 a year it's probably the best, cheapest investment we can make. It doesn't fix the dire overall funding needs of the schools but it makes sure that our elementary school students are getting just the very minimal basic arts education and I urge your support on that as well. Thanks for reminding me. Aye. [gavel pounded] now we are adjourned. Thank you all very much. Congratulations.

At 8:25 p.m., Council adjourned.