



CITY OF
PORTLAND, OREGON

**OFFICIAL
MINUTES**

A REGULAR MEETING OF THE COUNCIL OF THE CITY OF PORTLAND, OREGON WAS HELD THIS 24TH DAY OF OCTOBER, 2012 AT 9:30 A.M.

THOSE PRESENT WERE: Mayor Adams, Presiding; Commissioners Fish, Fritz, Leonard and Saltzman, 5. Mayor Adams left at 11:14 a.m. and Commissioner Saltzman presided.

Commissioner Leonard arrived at 9:33 a.m.

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

On a Y-5 roll call, the Consent Agenda was adopted.

	Disposition:
COMMUNICATIONS	
1174 Request of Nancy Becker to address Council regarding Food Day and Food Policy in Portland (Communication)	PLACED ON FILE
1175 Request of Amy Gilroy to address Council regarding Food Policy in Portland (Communication)	PLACED ON FILE
1176 Request of Jill Kuehler to address Council regarding national Food Day and update on Zenger Farm (Communication)	PLACED ON FILE
1177 Request of Susan Navrotsky to address Council regarding national Food Day (Communication)	PLACED ON FILE
1178 Request of Robert Bradley to address Council regarding Meals-On-Wheels People gardens and Harvest-to-Home (Communication)	PLACED ON FILE
TIMES CERTAIN	
1179 TIME CERTAIN: 9:30 AM – 1,000 Gardens (Presentation introduced by Commissioner Fish) 30 minutes requested	PLACED ON FILE

October 24, 2012

<p>1180 TIME CERTAIN: 10:00 AM – Authorize the Office of Management and Finance to exchange real property with Legacy Emanuel Hospital and Health Center (Ordinance introduced by Mayor Adams) 45 minutes requested</p> <p>Motion to amend to attach presentation as Exhibit A: Moved by Mayor Adams and seconded by Commissioner Fish. (Y-5)</p> <p>Motion to insert new findings paragraph 3 from language in the presentation slides: Moved by Commissioner Saltzman and seconded by Commissioner Fish. (Y-5)</p>	<p>PASSED TO SECOND READING AS AMENDED OCTOBER 31, 2012 AT 9:30 AM</p>	
<p>CONSENT AGENDA – NO DISCUSSION</p> <p>Mayor Sam Adams</p> <p>*1181 Authorize a grant to provide All Hands Raised, formerly the Portland Schools Foundation, \$185,000 for support of the Cradle to Career Partnership (Ordinance) (Y-5)</p>		<p>185684</p>
<p>Bureau of Planning & Sustainability</p> <p>*1182 Authorize an Intergovernmental Agreement with Portland State University, College of Urban and Public Affairs, Institute of Metropolitan Studies to provide funding for tracking and updating of data through the Greater Portland Pulse Project (Ordinance) (Y-5)</p>		<p>185685</p>
<p>Bureau of Transportation</p> <p>*1183 Extend contract with CMTS, LLC to add contractual spending authority and extend termination date to provide qualified temporary Inspection and Engineering Technician personnel (Ordinance; amend Contract No. 30001969) (Y-5)</p>		<p>185686</p>
<p>1184 Accept a grant in the amount of \$90,000 from Oregon Department of Transportation to develop and implement specific efforts to improve transportation safety on ten high crash corridors and to work with the Metro Traffic Safety Workgroup to support transportation safety efforts in the Portland metropolitan area (Ordinance)</p>	<p>PASSED TO SECOND READING OCTOBER 31, 2012 AT 9:30 AM</p>	
<p>Office of Management and Finance</p> <p>*1185 Pay claim of Scott Sirginson involving Portland Bureau of Transportation, Bureau of Environmental Services and Parks Bureau (Ordinance) (Y-5)</p>		<p>185687</p>

October 24, 2012

<p>*1186 Ratify a Letter of Agreement between the City on behalf of the Portland Water Bureau and the American Federation of State, County and Municipal Employees, Local 189 authorizing reimbursement of an additional pair of safety shoes for employees in the Water Meter Reader I and II classifications (Ordinance)</p> <p>(Y-5)</p>	<p>185688</p>
<p>*1187 Amend contract with Hyas Group to increase compensation and extend current contract for investment consulting services for the City's Deferred Compensation Plan (Ordinance; amend Contract No. 30001011)</p> <p>(Y-5)</p>	<p>185689</p>
<p style="text-align: center;">Commissioner Randy Leonard Position No. 4</p> <p style="text-align: center;">Water Bureau</p> <p>1188 Authorize a contract and provide payment for the construction of the Fulton Pump Station Replacement project (Ordinance)</p>	<p style="text-align: center;">PASSED TO SECOND READING OCTOBER 31, 2012 AT 9:30 AM</p>
<p style="text-align: center;">Commissioner Nick Fish Position No. 2</p> <p style="text-align: center;">Portland Parks & Recreation</p> <p>1189 Accept a grant from Oregon Department of Education and authorize a contract with Centennial School District for the Afterschool At-Risk Meal and Snack Program (Second Reading Agenda 1164)</p> <p>(Y-5)</p>	<p>185690</p>
REGULAR AGENDA	
Mayor Sam Adams	
Bureau of Police	
<p>*1190 Accept a grant in the amount of \$65,000 and appropriate \$48,750 for FY 2012-13 from the Oregon Association of Chiefs of Police 2013 DUII Traffic Safety and High Visibility Enforcement program for sworn personnel overtime (Ordinance)</p> <p>(Y-5)</p>	<p>185695</p>
<p>*1191 Accept a grant in the amount of \$36,000 and appropriate \$27,000 for FY 2012-13 from the Oregon Association Chiefs of Police 2013 Safety Belt Enforcement Program for sworn personnel overtime (Ordinance)</p> <p>(Y-5)</p>	<p>185696</p>
Commissioner Randy Leonard Position No. 4 Water Bureau	

October 24, 2012

<p>1192 Amend contract with Moore Excavation, Inc. to increase compensation and scope of work for the Westside Header Relocation Phase 2 project (Ordinance; amend Contract No. 30002064) 15 minutes requested</p>	<p>PASSED TO SECOND READING OCTOBER 31, 2012 AT 9:30 AM</p>
<p>1193 Authorize the Portland Water Bureau to purchase property located near the Bull Run Watershed to enhance protection of the Watershed, secure right of ways for the conduit routes, contribute to Endangered Species Act compliance and provide for payment (Second Reading Agenda 1171) (Y-5)</p>	<p>185691</p>
<p>1194 Assess benefited properties for water main improvements in the Deltawood Phase I Local Improvement District (Second Reading Agenda 1172; C-10031) (Y-5)</p>	<p>185692</p>
<p align="center">Commissioner Amanda Fritz Position No. 1</p>	
<p>1195 Establish independent City Budget Office (Ordinance; amend Code Sections 3.15.010 and 3.15.040; add Chapter 3.16) 40 minutes requested</p>	<p>REFERRED TO COMMISSIONER OF PUBLIC UTILITIES</p>
<p align="center">Commissioner Nick Fish Position No. 2</p>	
<p align="center">Portland Housing Bureau</p>	
<p>*1196 Authorize the purchase of property at 604 NE 99th Ave from Human Solutions, Inc. for \$1 and authorize a ground lease with Glisan Commons Phase I Limited Partnership for portions of City-owned property at 9929-9999 NE Glisan St to facilitate the redevelopment of all properties at the site as Glisan Commons (Ordinance) 10 minutes requested (Y-4; Adams absent)</p>	<p>185697</p>
<p align="center">Commissioner Dan Saltzman Position No. 3</p>	
<p align="center">Bureau of Development Services</p>	
<p>1197 Amend fee schedules for building and electrical construction permits (Ordinance) 10 minutes requested</p>	<p>PASSED TO SECOND READING OCTOBER 31, 2012 AT 9:30 AM</p>
<p align="center">Bureau of Environmental Services</p>	
<p>1198 Authorize Wholesale Sewer Services Agreement with Clean Water Services for conveyance and treatment of sewage (Ordinance)</p>	<p>PASSED TO SECOND READING OCTOBER 31, 2012 AT 9:30 AM</p>
<p>1199 Authorize Pretreatment Program Implementation Agreement with Clean Water Services for sewer services (Ordinance)</p>	<p>PASSED TO SECOND READING OCTOBER 31, 2012 AT 9:30 AM</p>

October 24, 2012

1200 Assess benefited properties for sanitary sewer improvements in the Deltawood Phase II Local Improvement District (Second Reading Agenda 1132; C-10032) (Y-5)	185693
1201 Amend various sections of the Public Works Improvement Code and Plumbing Regulations to implement the new policies related to the City's Nonconforming Sewer Conversion Program (Second Reading Agenda 1173; amend Code Chapters 17.32, 17.33, 17.36 and Title 25) (Y-5)	185694

At 11:35 a.m., Council recessed.

October 24, 2012

A RECESSED MEETING OF THE COUNCIL OF THE CITY OF PORTLAND, OREGON WAS HELD THIS **24TH DAY OF OCTOBER, 2012** AT 2:00 P.M.

THOSE PRESENT WERE: Mayor Adams, Presiding; Commissioners Fish, Fritz, Leonard and Saltzman, 5. Commissioner Fish left at 3:30 p.m.

Commissioner Leonard arrived at 2:03 p.m.
Commissioner Saltzman arrived at 2:04 p.m.

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

The meeting recessed at 3:00 p.m. and reconvened at 3:17 p.m.

	Disposition:
<p>1202 TIME CERTAIN: 2:00 PM – Adopt the Central City 2035 Concept Plan (Resolution introduced by Mayor Adams) 75 minutes requested</p> <p>Motion to include in the resolution reference to the urban design principle of stepping down building heights to the river and that it will remain in effect unless a city wide public involvement process occurs that calls out specific changes: Moved by Mayor Adams and seconded by Commissioner Fish. (Y-5)</p> <p>(Y-5)</p>	<p>36970 AS AMENDED</p>
<p>1203 TIME CERTAIN: 3:15 PM – Accept the I-5 Eastbank Freeway Tunnel Alternative Concept Diagram as a reference document in the Central City 2035 Concept Plan (Resolution introduced by Mayor Adams) 30 minutes requested</p> <p>(Y-4; Fish absent)</p>	<p>36971</p>

At 3:41 p.m., Council recessed.

October 25, 2012

A RECESSED MEETING OF THE COUNCIL OF THE CITY OF PORTLAND, OREGON WAS HELD THIS 25TH DAY OF OCTOBER, 2012 AT 2:00 P.M.

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

OFFICERS IN ATTENDANCE: Karla Moore-Love, Clerk of the Council; Ian Leitheiser, Deputy City Attorney; and Greg Goodwin and Wayne Dykes, Sergeants at Arms.

	Disposition:
<p>1204 TIME CERTAIN: 2:00 PM – Adopt the N/NE Quadrant Plan and the I-5 Broadway-Weidler Facility Plan (Resolution introduced by Mayor Adams) 90 minutes requested</p> <p>Motion to amend resolution due to a history of gentrification and displacement in the N/NE Quadrant Plan area, that the Bureau of Planning and Sustainability will evaluate whether requirements and bonus incentives should be applied when intensification in zoning designations or heights map changes are made, so that all new residential development will include a range of housing affordability: Moved by Commissioner Fritz and seconded by Commissioner Fish. (Y-5)</p> <p>(Y-5)</p>	<p>36972 AS AMENDED</p>

At 4:00 p.m., Council adjourned.

LAVONNE GRIFFIN-VALADE
Auditor of the City of Portland



By Karla Moore-Love
Clerk of the Council

For a discussion of agenda items, please consult the following Closed Caption File.

October 24, 2012
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.

OCTOBER 24, 2012 9:30 AM

Adams: Good morning everybody welcome to the chambers. Today is wednesday, october 24. 9:30 a.m., and the city council will come to order. Good morning, karla. How are you?

Moore: I am ok, thank you.

Adams: I like your new hairstyle.

Moore: Thanks.

Adams: Can you please call the roll. [roll taken]

Adams: A quorum is present, we shall proceed beginning with the communications. And let's see.

Fish: Proclamations first.

Adams: We do communications, we have a special proclamation. Today we're celebrating national food day. And recognizing the abundance of local activities as it relates to food security and healthy foods. Four months ago, the city council passed a zoning code revision to support the expansion of growing and distributing food within the city as well as setting measurable goals for our food security and healthy food program. We took steps, these steps to remove barriers, create opportunities. We have had much success in our food policy, and program work. But, we still have a long way to go to ensure an equitable food system for all of our citizens. Our climate action plan, the Portland plan, and the comprehensive plan recognize those inequities and provide the foundation for further work. I'm confident with all the great partnership that exists in this city that we'll continue to move forward with determination and be able to get more, give more residents the opportunity to share the bounty of our food system. So, I am pleased to read the following proclamation, and then we'll hear from a few representatives, and few special guests. Whereas every Portlander has the right to an adequate supply of nutritious, affordable, and culturally appropriate food and access to affordable healthy food as a key component of the Portland plan. And whereas, supporting local farmers creates a stable agricultural land base and contributes to our local economy. And whereas, the garden in the front yard of city hall is symbolic of our commitment to raising awareness of these issues, and whereas, curbing junk food in our schools, community centers and public spaces is part of our strategy to combat the rising incident of childhood obesity, and whereas partnering with hunger relief agencies through our free lunch program senior meal programs and after-school programs are ways in which the city works to improve food security and address hunger in our community. Whereas the city of Portland and Multnomah county's climate action plan seeks to reduce consumption of carbon intensive foods that increase the consumption of local foods. Whereas the city's revised zoning code supports and encourages local food production and distribution and the expansion of our network of community gardens and safe places to grow healthy food has been a key city initiative. Whereas our city is stronger because of the many Portlanders who work tirelessly to create a more equitable and sustainable food system. Now therefore, i, sam Adams, mayor of the city of Portland, Oregon, the city of roses to hereby proclaim wednesday, october 24th, 2012, to be food day in Portland and encourage all Portlanders to celebrate by taking part in the activities, planned throughout the week. [applause] I would like to thank everyone who has been part of the better together city hall garden, which is celebrating its fourth season, sergio garcia showcase for growing food in very small spaces and providing education and food donations to elm court loaves and Fishes. I would like to

October 24, 2012

recognize the master gardeners. They are the ones who get their hands dirty and connect with the public, who always have interesting questions for gardeners. And specifically, jen, who managed the garden for the first three years and was dedicated to the success, and now jillian, who took over for jen this summer, and doing a wonderful job continuing the tradition. I would like to recognize daniel bacca, a metal work artist, who was the sign-maker and also builds functional pieces for the beautiful signs for the garden's inauguration in 2009, and recognize our partners, the Oregon state university extension service, for providing the master gardeners and supporting the program. Thank you weston miller, and also recognize west Multnomah county soil and water conservation district for their financial support of the master gardener program. The executive director dick springer, and education coordinator erica stokes. Thank you very much. Appreciate it. [applause] with that we'll hear from a few people so if you would not mind reading the title for 1174, 1175, 1176, and 1177. And 1178. But we can only have three at a time, so the first three.

Item 1174, 1175, 1176.

Adams: Welcome. Please begin.

Nancy Becker: Thanks. Greetings, city council members. I am nancy becker, a registered dietitian with Oregon public health institute, and thank you for your interest in healthy eating. As you know, we have a crisis of obesity in our country. Two-thirds of the adults in our city are at risk if diseases of overconsumption. High blood pressure. Heart disease and diabetes. Much of the problem can be attributed to our sedentary lifestyle, and much of it is related to the food we eat. These diseases are not only driving up the cost of health care, but causing untold pain and suffering. Most of us know that eating too much sugar, fat, and salt can lead to obesity and disease. Yet, it can be very hard to choose a way of eating that is healthier. Since I am a nutritionist I wish that I could have confidence that nutrition education is the answer. Instead, I believe that we must think creatively about the ways our system leads to overconsumption. We don't have the capability to address the regional food system in the city, per se, but we can look at the food environment. Our city is well-known for being a green city, and for being a foody city. It is not known no being a healthy city. I believe we can seize the intersection between greenness and foodiness, and become a healthy city. And you have done a great job of putting food and health agenda for the city, but we can do more. Everywhere we go there is food, and not only food but large portion sizes of unhealthy. There is several strategies to help Portlanders make healthy choices. While we cannot change the whole food system, we can focus on a few things to make a difference in Portlanders' lives. Smaller portions. Less sugary drinks. And more fruits and veggies. Changes like this make a huge difference. We have already taken the junk food and sugary drinks out of schools and parks and recreation centers, thank you very much. We have passed menu labeling in chain restaurants in Oregon, as well as workplace accommodation for breastfeeding. At the blues' festival this year, you piloted a program to incentivize half portions and drinks with no sugar. By all reports it was a great success. Some vendors reported non sugary drinks sold like hot cakes. That was a joke. So, while you really have moved the agenda, there is more work to be done. We could establish nutrition standards for all city buildings similar to what we have, in schools and parks and recreation centers. We could set more incentives for festival and food carts to offer smaller portions, drinks that do not have added sugar and more fruits and vegetables. I dream about mobile green grocery stores for under-served neighborhoods, and lastly, I hope that the city can set guidelines for food served internally at meetings, and events that the taxpayers pay for. These are only some of the strategies that we can use to make headway and confront this thorny issue. Portland can be famous for being a healthy city as well as a green city and foody city. Thank you.

Adams: Thank you very much. Hi. Can you please read the title -- did you read all three? Ok. Please continue.

Amy Gilroy: I am amy gilroy, and I also work for Oregon public health institute, and I am going to talk a bit today about how we've been working with the city to promote healthy policy and some of

October 24, 2012

the city policies passed recently. Planning for access to healthy food is important to our city. Healthy food is something that we all care about. As you know not all Portlanders have access. It is unavailable, selections are of poor quality, and some, in some communities, or too expensive. Bps estimates a third of Portlanders live within a half mile of a market that sells healthy food. This explains, in part, why so many do not meet recommendations for fruit and vegetable consumption and have a higher risk for diet related disease. Planning our communities for access to healthy food goes a long way towards protecting the health of our families and future generations. Over the past few years we have been working to set policies, and nancy mentioned a few of those. Most recently, bps and obmi worked to promote health and access into the zoning code, which was adopted this past summer. They worked together to determine how planning address gaps in access to healthy food among specific communities in Portland. We found that the zoning code was not precise enough to help healthy foods in communities that lacked community gardens. While the revision will protect farmers markets and expand opportunities to grow food for many Portlanders, there are many families who live in housing with little open space for gardening, and their neighborhood market offers only junk food. These families are the most at risk for developing poor health outcomes and stand to benefit if policies are in place to support healthy eating. Ophi is providing guidance for the comprehensive plan update. We support the 2035 Portland plan objective to see 90% of Portlanders service by healthy food within a half mile of their home. And we feel that full service grocery stores are not the only solution to reaching this objective. There are strategies that help to bring healthy food to economically depressed neighborhoods. For instance, the city can work with existing retail businesses to offer healthy packages, and design to improve access and profitability, by providing financial incentives, permit fee reductions and technical assistance. The city could promote healthy retail and limit access to fast food and other unhealthy food options as nancy just mentioned. It is debatable which is more effective, limiting access to unhealthy foods or increasing access to healthy foods. Reasonable people differ on the emphasis but we know that a combination of both is important and vital to the health of our community. It's up to all of us to protect and improve access to healthy food for all Portlanders. Thank you.

Jill Kuehler: Good morning, mayor and commissioners, I am jill kuehler, the director of zinger farm. 12 years ago, thank you, to commissioner Saltzman, who had the great foresight of seeing what an urban educational farm could be. We were granted long-term lease on the property in southeast Portland, and I think that no one who was a part of that process 12 years ago had any idea that 12 years later, over 5,000 youth would be coming to the farm for field fingertips and summer camps. 1,000 families each year would be participating in workshops on gardening and healthy eating on budget, and or that a farmers market were start up in low income neighborhood, the lents international market that serves immigrant farmers and, and low income shoppers at the market. Last year, we extended that lease onto the ferry property, which is providing two more acres of space going to low income members of our csa, that is one of the first in the state to accept snacks for our payment for csa shares. It also allowed us to build a community garden. The community garden has over 30 plots. We worked closely with Portland community gardens to translate the outreach materials and the rules of community gardens into russian, and now of those plots, ten are filled with russian-speaking gardeners, and next year, looking forward, we are working to build the urban grange. It will not be a casino. [laughter] It will be what a grange is supposed to be, a gathering place for community members and where agricultural economics can thrive. We will be able to double the number of people served by zinger farm programming. It will also provide launch pad for new food business. We look to your support to help us build the urban grange. Now, changing hats quickly, I am also on the board of the east Multnomah county soil and water conservation district, and we've been very proud to provide several grants to new gardens to help them get built. We are very proud to partner with you all in that capacity.

October 24, 2012

Fish: Before you wrap up, I know you have a special guest from the great state of Texas. Would you like to introduce your mother?

Kuehler: My mother had no idea that she would be introduced at city hall.

Fish: Let's give her a Portland welcome. [applause]

Kuehler: Thank you all for recognizing the national food day and to letting us update you on, all on the amazing work that's happening throughout the city.

Fish: Thank you all.

Adams: Thank you very much. The next two.

Item 1177 and 1178.

Adams: Welcome.

Susan Navrotsky: Thank you. Good morning, Mayor Adams and city council members. I'm Susan Navrotsky and I have been coordinating Food Day Oregon on a volunteer basis. We are celebrating for a day, a celebration towards healthy, sustainable, and affordable food. The ultimate goal of Food Day is to strengthen and unify the food movement in order to improve our nation's food policies. It's a chance to celebrate what our food system does right, and take action to bring us closer to a food system that promotes real food. The Food Day priorities are to promote safer, healthy diets. Support sustainable and organic farms. Reduce hunger. Reform factory farms to protect the environment. And support fair working conditions for food and farm workers. This year there are about 3,000 events posted on the national Food Day website. Oregon is well represented at the national level with both Representative Blumenauer and Senator Wyden serving on the advisory board. We can be proud in Portland that the Northwest Institute, a Portland-based organization, developed two excellent discussion guides that are posted at the national Food Day website this year. The discussion guide's menu for the future and hungry for change are being used in classrooms, work settings and community events to celebrate Food Day. This year Oregon is hosting 100 events that will highlight the sustainability, locally grown, and produced foods, food justice, and hunger issues. Many of these events are scheduled in the Portland region. On Saturday, Portland Farmers Market invited local food justice nonprofits to share their message about nutrition, health, animal welfare and sustainability. On Monday, PSU hosted a food and equity symposium open to the public. Today, Portland public school students will be offered a special lunch menu that includes chicken, green beans and fresh fruit all grown in Oregon. Madison High recruited volunteers for a garden work party, and a Food Day dinner that will be prepared in the school's cafeteria kitchen by students in their cooking class. Sisters of the Road kicking off a food-based film series that will continue monthly through March. In my neighborhood, there is a soup social and food drive. Inviting neighbors to enjoy free soup, made with farmers market ingredients, and to contribute healthy food items for the Oregon Food Bank. And tonight Oregon Culinary Institute is hosting a benefit dinner to help open the Portland Kitchen, which will be a culinary afterschool program that will provide business skills and nutritional education for high school youth. All this besides the city's 1,000 garden celebration scheduled for later today. I thank you for the leadership and support you have provided to strengthen Portland's food system. I invite you to continue to collaborate with events like Food Day to build the momentum needed to change our food system. Thank you.

Adams: Thank you very much. Hi.

Robert Bradley: I am Robert Bradley. I am the manager of Cherry Blossom Meals on Wheels. As many of you know, what was for 40 years Loaves and Fishes. The Meals on Wheels people is now Meals on Wheels People, Loaves and Fishes. So, having said all of that, I want to thank you very much. I started with Meals on Wheels four years ago, first thing I wanted to do was put up a community garden. For the people in downtown Portland. I was looking and looking and I got a telephone call, and I was asked, would you be interested in city hall? It seemed like an ideal location. I really want to thank you very much. It made a real difference to the people, both at Elm Court and to all of us at Meals on Wheels. I remember fondly a guy picked up a zucchini. There was

October 24, 2012

one zucchini plant that he liked. And he brought that zucchini up to elm court and raised it above his head. It said I grow the vegetables for this place. I was very, very pleased. You know, I got a telephone call when I was at elm court, out of the blue. A man called me up, and he said, I have a restaurant in the pearl district. I have had it for ten years. Business is down 40%. The only way that, the only way that I can endure this is by concentrating on the suffering of others, and to do that, I will provide a meal for 30 one day a week for you folks. He's been doing it for four years. That's the kind of community that we have. So, it's wonderful.

Fritz: Which restaurant?

Bradley: It's called series on the corner of 11th and lovejoy. Food is great. Go there often. Having said that, I want to mention, as well, that, thanks to the Portland parks department and commissioner Fish, we were able to put a garden in a cherry blossom when I moved out there, started the same process, looking for a place. We have five elevated beds. They are all 27 inches high, so seniors, work in the garden without bending over long handle hoe. We planted in january, or rather, in july. And we have pulled over 600 portions of food out of those beds. It is remarkable. A remarkable achievement of accommodation of people coming together, and it's working very well for us. One last thing, we now have a harvest to home. And that is one day a month, we are sending fresh fruits and vegetables to all the meals on wheels recipients. Started this program at cherry blossom as a pilot. I expect to move to two more locations in the next 60 days, and look forward to this growing. I really appreciate your help and interest on what is truly a wonderful day. Thank you.

Adams: Thank you very much. Thank you all. We really appreciate all the work that you have done. [applause] And you are welcome to stay and see democracy happen, or we will not consider it rude if you want to get up and go on with your day. So, we will continue. Does anyone have any items to pull from the consent agenda? Hearing none, karla, call the vote on the consent agenda.

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

Adams: Aye. Consent agenda is approved. Karla, please -- well, we are ahead of schedule. So --

Fish: We have a time certain at 9:30.

Adams: Can you please read the title for presentation item no. 1179.

Item 1179.

Adams: Nick Fish.

Fish: I would like to invite emily york and laura nimi forward. We're going to do brief power point, and then we have invited guest, and I will make a brief introduction. Mayor and colleagues, about 3.5 years ago when the climate action plan was being pulled together, mayor Adams came to me and said, let's plug in an audacious goal for community gardens in this plan. And so, at page 53 of the 2009 climate action plan, there is a specific goal that was established that we were challenged to meet. I was relatively new at the job. And it turns out the mayor was taking advantage of me a bit. Because what I did not know at the time was that it had taken the city 35 years to build 1,000 gardens. And the mayor had said why don't we build another 1,000 in the next three years. So he was essentially saying, let's double our capacity in one-tenth of the time. Now, I guess there are advantages to being new on the council because I didn't know enough to say no. Today we're going to make a report to council, and I am very proud to tell you, that we have not only met that goal, but we have exceeded it. And today, we're going to say thank you to the community partners who made this possible, and celebrate what I think is a wonderful win for our community. So it's my pleasure to begin by introducing emily york from my office who is going to walk us through a power point.

Emily York: Thanks, nick, good morning mayor, commissioners. I am emily york, policy coordinator in nick Fish's office. I have had the privilege leading the 1,000 gardens initiative for the past three years. For Portland, community gardens, are nothing new. We built our first community garden in 1975. A parks and rec employee by the name of lesley managed that first garden, and I was just looking up to see if she is here. I don't see her but she will be joining us for

October 24, 2012

our celebration later today. Leslie steadily built the community gardens program for the next 35 years. And in that time, she built 35 gardens averaging one a year. With this strong foundation, that Leslie provided, we knew that we had a good chance of reaching our goal of 1,000 gardens. So, why 1,000 gardens? Nick mentioned it already with the, the 2009 Portland Multnomah county climate action plan, there was a specific goal in our food and farms chapter that committed us to developing or facilitating the development of 1,000 new community garden plots by 2012. And building gardens not only helps us to address climate change, but also, helps us to make progress on our immunity health goals, food security, and our other sustainability goals. As the commissioner in charge of parks, and the community gardens program, commissioner Fish saw the opportunity to launch a community-wide effort that he called the 1,000 gardens initiative, and from the beginning, we knew that we were not going to be able to do this alone. So, we started by using the Oregon solution's model to build our team. Governor kulongoski designated the initiative as an Oregon solutions project helping us to bring together dozens of partners from public, private, and nonprofit organizations. Many of our city bureaus participated, along with several other public agencies from the Portland region. You could see some of the logos here. Of course, nonprofit partners and even more nonprofit partners, and in fact, over the course of the initiative, new nonprofits were developing, and started, the gardens started sprouting up. We could hardly keep track of the activity that was part of the movement. We also worked with many businesses and corporate partners, only some of them listed here. In addition to building gardens on the ground, we also continued to build the program. We conducted focus groups, we developed a new tool kit with a step-by-step instructions and list of resources for neighbors interested in starting a garden in their neighborhood. And we developed a new 1,000 gardens blog where we highlighted our progress. And the work of partners. And we had a very committed volunteer in our office, abbey warren, who is here today. Abbey, you wave just so we can acknowledge you? She's been working on this initiative with us for the past two years. And she was the one behind the gardens blog, as well as a lot of other pieces of the project, so I wanted to make sure to thank you for your time and energy you put into this. We also had a lot of parks employees who stepped up and went above and beyond to support us in reaching our goal. It included our parks planners, folks in our customer service center, and our maintenance crews. They came together to help us reach this goal. We also had representatives from several other bureaus, including the water bureau, bes and bds, and we worked closely with our volunteer friends group, the friends of Portland community gardens. Throughout the process we kept the focus on underserved communities. We did this by targeting areas where our waiting lists were the longest. We identified locations for new gardens and neighborhoods that we knew lacked access. And we developed a new outreach strategies, some of the, some of those include putting fires in emergency food boxes, and in coordination with Oregon food bank, and we piloted some new partnership models. Some of those include working with the new park now coalition that's connected with veriday and working with the grant high school environmental club, which laura will share a bit more about in a second. So, this puts the landscape of the city's community garden program at the beginning of our initiative. This is 2009. And you could see it's pretty impressive when you compare it to other cities of our size. As we moved to 2010, that our carrot thermometer to the side there, rises up to 200 plots created in just the one year alone. Last year, we added close to 300 more. Bringing us halfway to our goal. And this year, we are proud to announce that we have met our goal of 1,000 new plots within the city's program, and that means that we have 1,000 new gardeners growing food on public spaces. This is tremendous accomplishment, and could not have been possible without a committed staff of partners and especially, our community gardens program coordinator, lauren nimi. Thank you very much for just hitting the ground running, and she is going to now share a few more stories about how all these gardens came into being.

October 24, 2012

Laura Niemi: Thank you. So, as Emily said I am Laura Niemi, I am the program coordinator for the community gardens program in Portland parks and rec. And I want to talk a bit about the projects themselves. Over course of the initiative we built 17 new gardens throughout the city of Portland, and each time we approach building a garden we really look at using a community development model. And so that means that each garden has a community champion who really stewards the process and partners with parks and recreation to build the garden. And each garden is unique, but I have chosen a couple of stories to tell you to illustrate that process. The first garden our grant community garden. This is located on the grounds of Grant High School. And the students at Grant High were interested in working on a project that would increase the sustainability at their school, so they looked at a couple of options and decided to build a community garden and a school garden. They worked directly with Portland public schools to get permission to use the land to develop a garden, and also, worked with Portland public schools project manager throughout the process. They did all aspects of project management, including getting a pro bono design, developing a project budget, procuring donations, and they wrote a successful grant for \$50,000 from state farm. Which is pretty impressive. They also did all of the community outreach, and organized a great grand opening event. Today, we have over 43 families who are gardening in plots in this garden. Several of whom are parents of students at Grant High School, and this garden is in a very high demand area for Portland parks and recs. We don't have any other community gardens within a two-mile radius so we're really excited to have this new project. One of the other gardens that we opened this past year was the Frazier Community Garden. And back in 2009, both served by the community gardens initiative the Rose City Park Neighborhood Association began conducting outreach and exploring the options to build a community garden in their neighborhood. The first of its kind. They identified couple of potential locations, but ultimately, settled on Frazier Park. And in order to preserve the green space in Frazier Park, they utilized an asphalt area and brought in project partners to help remove the asphalt. You could see above the before picture. That's what it used to look like, and on the right, that's today. Now, this project was not without some pitfalls, and the initial soil tests showed very high lead levels underneath the pad so we brought in BES, Brownfield's program to help do a phase one and two analysis to see if there was a way that we could build a garden here safely. And what they found through that process, is that, that the, the lead levels were lower than our original results, and they suggest ways that we could mitigate the existing lead by removing native soil and bringing in clean fill. Another, another major partner in this project was our nonprofit Friends of Portland Community Gardens. They helped to conduct outreach. They wrote three successful grants, and they provided garden design services. So today it serves 0 families, including a plot designated for the adjacent Head-Start program. Third garden is our Ed Benedict Community Garden, and the Ed Benedict Park is located in East Portland, at about 104th and Powell. And the master plan for the Ed Benedict Park included a community garden, but for years we could not complete that piece because we lacked resources and funding. So, in 2011, the Friends of the Memory Garden led the charge to fundraisers and install the garden. Entirely with volunteers and contractors. This garden serves a very diverse and low income population. The garden has over 40 plots, and nearly half of those people gardening in, and the plots received scholarship assistance. In addition, any day in the garden you might hear the following languages being spoken by the gardeners. We have Russian, Romanian, Spanish, Mien, Tongan and English languages spoken there. So it's a very diverse garden. And beautiful, too, as you could see. I mentioned resources, and resources were a big part in being able to complete this initiative and achieve our goals. We have a pie chart that shows the various funding sources. But one-third of those city funds came from city council appropriations. You all allowed us to have \$225,000 and that was one-third of the funding that it took to build all these gardens. And another third came from two major local grantors. East Multnomah Soil and Water Conservation District and the Portland Development Commission. They contribute another third between the two them. And the

October 24, 2012

last third comes from many, many different sources. One major source was the water bureau, who through our Oregon solutions process committed two free water meter installations to build, for community gardens each year. Which is a really significant contribution, and we really appreciate it. And in addition, the friends of Portland community gardens wrote many grants to help fund the process, and they also did fundraising and contribute cash to the process. We also received funding from the bureau planning and sustainability, deep have, west Multnomah and soil water conservation district and many other organizations. So, you have heard today, when we started, we knew that we had a big challenge on our hands, and even at a certain point last year, we wondered if we were going to be able to achieve this goal, and we knew that we could not do it alone, and so we were so excited to know that our project partners also were building gardens while we were. And we really looked at the 1,000 plot goal as a collaborative goal, and so in the end, we, actually, did end up adding 1,000 new plots within the city of Portland program. Which were immensely something to be proud of. It was a major accomplishment and it took a lot of work. During the same time our project partners and other groups were building gardens and adding plots. So, together we have added nearly 2,000 plots in the past three years. That Portlanders are growing food in today. So we have invited a few more of those project partners to talk a bit about their projects. That's what's coming up next.

Fish: Thank you both very much and congratulations. Mayor, we have two invited panels that, that -- they have been given a limited amount of time to come up and give us a snapshot of their work. The first is judy sergeant from Portland public schools and Kassandra griffin from deep have and scott somohano from the summer association of neighbors. If the three of you could come forward. We are running bit late today. So, we welcome you and glad you could join us, and judy, why don't you kick it off.

Trudy Sargent: Good morning. I am Trudy sargent, member of the board of education at Portland public schools, and I am here on behalf of my colleagues and superintendent carole smith to congratulate the city and particularly, commissioner Fish's office on achieving this goal of 1,000 new garden plots in our community gardens. As you know, we have an active partnership on many levels with the city. And particular with Portland parks and rec, but a key part of that is a partnership around community gardens at our school sites, so in addition to the garden that was highlighted today, at grant high school, we have nine other sites where we have community gardens. And so, those provide opportunities for community members to garden, and they used underutilized space on our school sites for community purpose. And also provide opportunities for students and teachers and families to work together. To learn about, about growing food. And there are dozens and dozens of other gardens in our school. Some of them grow food, and some of them are focus on native plants, or other themes. But, there is a real commitment to gardens as a really important educational element of our program. And one of the key pieces of the community gardens program is opening up our school sites to community members. And that's a part of our broader goal as a school district to welcome community members and have our schools be community centers in each of the neighborhoods. So, congratulations on the achievement 1,000 new community garden plots.

Fish: Thank you for your support. We are very proud, particularly of the new gardens at madison high school, vestal elementary and grant high school, and they could not have happened without strong support from the district, from the, from the teachers, and the parents, and most importantly from the students. So thank you.

Sargent: You are welcome, thank you.

Kasandra Griffin: Hi mayor, I am cassandra griffin, I am proud to be I am a founder and continuing board member of depave, which is a unique portion that has been a big part of this project and, and other city initiatives to remove asphalt and increase permeability of storm water and overall, improve our landscape for our humans, for wildlife, and for the watersheds. We have

October 24, 2012

worked with the city since the very beginning, the bureau of environmental services, provided the initial funding for our initial project. And which commissioner Fritz was at in 2008. I think all the rest you have been at other projects.

Fish: Some of us are still recovering.

Griffin: Yeah, it's fun, hard work, community building, it's great. We, so far, have depaved over 20 major sites, nearly 100,000 square feet of asphalt has been removed. And I think that means that over 2 million gallons a year of storm water are no longer hitting the sewer system. And for the 1,000 gardens projects we specifically worked with vestal elementary, vermont hills and frazier park, and we're excited to continue to work with the city in all different capacities, all bureaus to keep making the city greener and better for everyone.

Scott Somohano: Good morning. I am scott somohano, I am the chair of the summer neighborhood association in northeast Portland. I am here to talk a bit about the helens view community garden. It's locate at 87th and summer street. The property is about 11 acres owned by parkrose school district but leased and run by the Multnomah esd. There is two school districts that we had to negotiate with to get the garden in. The school is an interesting thing because they serve students from all over the county. It's not just a neighborhood school. But it used to be a neighborhood school. And so when it closed about 20 years ago, the neighborhood kind of lost its heart. It was the focal point of the neighborhood. This garden project is allowing us to get back in there and reclaim some of the, some of the heart and identity of the neighborhood. The other thing to mention about it is, is the summer Neighborhood is designated as a food desert according to the department of agriculture. Meaning that we're below average income and we don't have very good access to, to the supermarkets or large grocery stores. So, not only is this a great way for us to reconnect with the new students that are in there, that are not from the neighborhood, but also, it's a good way to, to improve social health and nutritional benefits to the neighborhood. Our neighborhood wrote the, the concept plan for the garden. It's going to be about 10,000 square feet. It's in progress right now. And under construction. And we have a work party on november 3rd if any of you are interested. And, and basically, there is a lot of partners that we worked with to get it done even though our neighborhood wrote the concept plan. Sandra in the back of the room with central northeast neighbors, chris persons the principal at the high school, it could have been, you know, game over, if she said no. And, and the, the park school district and the superintendent dr. Fisher gray, susan navrotsky, i'm going to destroy your name, susan, who let us borrow a lot from her grant proposal. The soil district, east Multnomah county soil district, \$17,000. Laura, who you just heard from, gave us a lot of technical expertise. We had a lot of partners, and we are very grateful for this opportunity to have this neighborhood, or to have this, garden in our neighborhood because we're high bound by very busy arterial streets, we don't have a lot that's walkable and having like this will be a big benefit so thank you very much.

Fritz: Could you sent me information about the work party on november 3rd?

Somohano: Ok, I will.

Fish: Thank you very much. Our final panel is deb lippoldt from growing gardens, jenny holmes from ecumenical ministries, and midge purcell from the urban league. Deb, do you want to kick us off?

Deborah Lippoldt: I am Deborah lippoldt, and I have the privilege of representing our gardeners of growing gardens. We're a nonprofit that's been in Portland for, for about 14, 15 years, and we support individual low income families to grow food right at their doorstep. We support them for three years, we work with hundreds of volunteers. Build the gardens, provides the seeds, plants, tools, and mentoring and help people grow food that they will then be able to enjoy those skills and eat healthier for a lifetime. We've been -- it's a real thrill to be here today with all these great super rock stars and, and food system, and particularly, in growing food. And we really appreciate all the partnerships, and we have loved being part of the, collaborative process of the Oregon solutions,

October 24, 2012

and the 1,000 gardens goal. One thing that, that we have tried to support, in particular, is doing educational opportunities through our workshop systems, and we also do afterschool and summer garden camps for low income elementary age children so we partner with some of those community garden sites, and all the school garden sites, as well. The last thing that I want to emphasize is that we're totally onboard with the 1,000 garden plot goal, and mayor, I don't know if you remember very early in your term, but you came out and helped us to celebrate by digging our 400th garden, well, next year we will be putting in our 1,000th garden, so we really appreciate all the support and the partnerships. Thank you.

Adams: Good work.

Jenny Holmes: I am Jenny Holmes with Ecumenical Ministries and the Food and Farms Partnership. I want to congratulate Commissioner Fish in the, and the Council for their work in making this 1,000 garden initiative a reality. And thank you for inviting the community into being in dialogue with each other, and to find new pathways for collaborations on making more gardens, and especially, gardens that are accessible to those who either haven't known about the community gardens and don't know about the opportunities so therefore, are not asking for them, and those whose areas haven't had gardens, community gardens. In many states, gardens are important places where the spirit, human and the earth interact. It's where humankind might learn its role in creation, such as to 'til and keep the gardens. And, we are all here because we believe many important things happen in gardens. For health. For community. For environmental stewardship, for education, for spiritual wellbeing, and many more attributes. And, our hope and continuing to work with faith congregation and is encouraging them to do community gardens, food bank gardens, teaching gardens, that the new gardens and plots developed will involve the community, especially those that have been less involved historically and maybe have had less access to land for economic and social reasons. We hope that in the future more garden managers and owners will reflect the growing diversity of our city. Thank you very much.

Fish: Thank you. Welcome, Mitch.

*******:** Good morning. Mayor Adams.

Saltzman: Push the button. There you go.

Midge Purcell: Oh, ok. Mayor Adams. Commissioner Fish. Commissioners, on behalf of the Urban League and the African Women's Coalition, which was our partners in the Urban Gardens Harvest Garden Project, I want to congratulate the city on this, for reaching this impressive milestone. And for making Portland a healthier and more sustainable city. I want to thank you in particular, for this support that you have given to the Urban Leagues, and African Women's Coalition, Urban Harvest Garden, this was a plot on, in northeast Portland, on Beach and Albina, which was an eyesore for the community for many, many years. And the community came together, and turned that eyesore into a productive community garden in the middle of a food desert. And we would not have been able to do that if it wasn't for the support of the community. Young people in the community. Elders in the community. Who came down and lent their labor and their support, including Commissioner Fritz, which we appreciate. She wields a mean hoe and was very supportive of that project. With the help of this program, we were able to install a water meter, to ensure a water supply to sustain the garden for years to come. So, I want to thank you. It was a particularly productive garden. We were able to grow bags of vegetables. Which we distribute to seniors in the senior program, and elders in the neighborhood. People in the community who have very, very little access to affordable, healthy food. We believe this is what the city of Portland should be doing and we are glad to be a part of it. And thank you very much.

Fritz: Commissioner Fish, I have to mention on that last note that this particular garden should get a Hero's Award when they started the day, they started when it was 24 degrees. People showed up. And they worked the entire morning. It was amazing.

October 24, 2012

Purcell: And I forgot to mention the Oregon tradeswomen. They really also contributed to this, to this transformation of this plot. And the beautiful structures on it so I would like to shout out to them as well. Thank you very much.

Adams: Thank you all appreciate it. Commissioner Fish.

Fish: So that conclude our presentation this morning, mayor and colleagues. And if i, if I could, I would like to close with some thank you's. The first thank you goes to mayor Adams, who pushed us to set the bar very high, who encourage us at every step of the way, and who, with my colleagues on council, gave us a special appropriations that we needed to accomplish this goal. My only hope is that the next mayor shares the same passion for this work and allows us to set the bar even higher, so to mayor Adams and my colleagues, a heartfelt thank you. To all of our partners, many of whom here this morning, and who testified, from government, nonprofit, faith, and business, a heartfelt thank you for everything that you have done. Through the Oregon solutions process, we brought a lot of new people together. And that coalition has done something remarkable as and as evidence today, and I am confident that we can continue to work to address our shared values, so thank you all for your passion and your time and your commitment. I really want to do a shout out to my parks team. It started with leslie paul cowsbow, and so appropriately this afternoon, at our celebration, we're going to give the first leslee paul award to someone in the community that has made a big difference, but I want to, especially, note, laura nieme, who we stole from seattle, and kathi deng, neil, and gary, our stellar team from parks and rec that work on community gardens. Thank you very much for all your great work, and deb lev, city nature manager, jen cairo, city nature supervisor of community gardens, and tracey manning from Portland housing bureau, who is a foody and a food advocate. Thank you for your great work. This afternoon we're going to thank governor kulongoski, and I think it's fair to say had he not designated this an Oregon solutions project, we would not have been discovered all of the connections that have sustained us throughout this process. So we look forward to that celebration. I also want to give a special shout out to emily york. This would not have happened without emily's drive and passion, love of gardening and hard work. I am proud of everyone I get a privilege of working with but today i'm especially proud of emily, so I want to single you out and thank you, let's give her a round of applause. And abbey warren, our super intern and everybody that made a difference, and I know I have left off some names, but we'll capture those names this afternoon at meriwethers, and on day like this where we celebrate what we have accomplish, let's look forward to what still is ahead of us, and let's recommit to continue to build out our system so I will make couple because you are stuck with me for another two more years. Number one, in the next parks bond measure let's put some money so that we can end the bond measure so that we can continue to make sure that every neighborhood, every school, and every place of worship that wants a garden has one has one, and that should be our goal. [applause] let's continue to expand the farm to school program and work tirelessly with Portland public schools this fall and spring to bring an, to bring urban agriculture to the former whitaker middle school site. Let's, let's expand our program to serve hungry children throughout our system. This past year parks served 100,000 healthy meals to hungry children through the summer free for all, let's set a goal over the next five years of doubling that. And finally, as we talk about making Portland a food city, and as we talk about maybe bringing a james beard public market to downtown, let's make sure that we bring something great to east Portland, let's build the urban grange. Thank you all for your great work. It's an honor to have been a part of this effort, and I look forward to all the many opportunities that we have to work together going forward. Thank you. [applause]

Adams: I want to thank you, commissioner Fish. When I laid out the friendly challenge of 1,000 gardens I didn't expect you to reach it. So this is, this is a congratulations. The city is much better for it, and thank you for your leadership and thank you all for your great partnership. We

October 24, 2012

appreciate it very much. Emily, great work. You are welcome to stay, or must have on with your day. Karla, can you please read ordinance, non emergency ordinance item no. 1180.

Item 1180.

Adams: Today we are hearing details of a land transaction between the city of Portland and legacy emanuel hospital. Bryant Enge, director of the bureau of internal business services will walk through the details. We also have several guests from legacy, who will explain the significance of the project. It has taken us many months to work through this project. Because the details were important to the city operations, and also, to the great hospital that is our partner in this deal. I am pleased to report this we have got a very fair deal for the city and for legacy, one that will allow the city to continue our fleet and transportation functions, in the kirby yard and will clear the way for legacy to pursue a world class expansion, further expansion of their medical facility. Bryant.

Bryant Enge: Thank you, mayor. Again, thank you, mayor and good morning mayor and commissioners. I am Bryant enge, the director of the internal business services here for the city of Portland. The ordinance that you have in front of you today, for your consideration would declare the property at the north kirby lot to be surplus, and to sell it to legacy for the development and expansion of the operating rooms there at the emanuel hospital. I, along with dr. Lori morgan, who is the chief administrative officer for legacy, will describe the project for you, and I will give you the background and the business points, and dr. Morgan will provide you why this project is important to legacy, and also, why it is important to, in terms of community benefits. Over two years ago, as the mayor has indicated, legacy approached the city in terms of developing larger state of the art operating rooms there at the emanuel hospital. Their idea was to build the facility that is next to the operating rooms and to the day surgery facility. The new facility would be adjacent to the east facility but right now, I want to move on and show you that I have not been moving this thing through. If you can take a look at this screen in front of you, you could see that the kerby lot is adjacent to both the day surgery and the operating facilities. The legacy property, are the properties in the yellow. And the kerby lot is, is identified in red. And, and it's the kerby lot. So, the hospital approached the city about the city's interests and possibly selling the kerby lot to them in order to build the state of the art facilities in terms operating rooms. Due to the community benefits and to the city, the city met with legacy to start discussing opportunities in terms of relocating the kerby lot operations to another site. We looked at various different scenarios in terms of where we could move those, move the operations, including developing a parking garage somewhere in the vicinity, as you take a look at the facilities. And we looked at closing kerby street, and the kerby street is the street in between the kerby garage, and the kerby lot. And we also talked about taking the kerby garage, itself, along with the kerby lot operations and relocating that to another site. After considerations in terms of the cost, the location, and the access, we decided that it was in the best interests to use available parcels and existing lots that the city has under management, and redevelop those lots to provide a replacement lot for the kerby lot. So, we hired otek architects, and I said we, the city of Portland and legacy is, we jointly engage them to take a look at different scenarios to replace the kerby lot. There was, again, like I said, we looked at various alternatives, and the preferred one at the end of the day was to develop a 24,000 square foot lot. Directly across the street, and if you could see that, you could see the existing lot. And, the facility directly across the street from the existing lot is the garage. And so, if you were to look at the south lot, you could see that's across the street south of the kerby garage. That there will handle the majority of the parking spaces that is we need in order to continue to have the kerby lot operations so it's roughly 24,000 square feet. And in addition to supplementing the Kerby lot operations we identified lot 17 and 9 to accommodate some additional parking needs as part of the kerby lot operations.

Saltzman: Who owns the lots, 17 and 19?

Enge: Right now the city manages those lots. If their leased with odot. So we have them under current arrangement, currently, with odot, and commissioner Saltzman, we have had these

October 24, 2012

arrangements with odot for quite some time. So, there is three agreements, and that's part of this consideration. The first one is the real estate agreement and exchange agreement. The kerby lot is valued at approximately \$530,000, in exchange for the, for the kerby lot the city will receive in consideration roughly about \$1.6 million. The one, well, the city will receive a cash payment of \$1.1 million. And then also receive a legacy parcel, a value of \$90,000. And in addition to that, the city will receive over \$530,000 over the next ten years. Legacy will also provide some additional consideration, which includes an emergency parking easement, that will provide access to a parking lot, for, in the event of an emergency, that will provide the city a place to stage its fleet, and provide place for materials and supplies in the event of an emergency. In addition to that, the city will also enter into a commercial lease agreement that will provide the city the opportunity to continue to use the kerby lot for the next two years. Now, I would like to turn us over to, to dr. Morgan, who will provide bit more information about the project.

Dr. Lori Morgan, Chief Administrative Officer, Legacy Emanuel: Good morning. I am lori morgan the chief administrative officer at legacy emanuel. Thank you for the privilege of presenting this project. One of the questions that come up is really what are the driving factors for the project. There are, I think, we all know that there is an aging population with kind of increased medical needs. Emanuel just celebrated our 100th anniversary, which we are very proud of, but, with that, comes some aging facilities, or operate, our operating rooms are almost 40 years old and the technology explosion in the last 40 years has been huge. Frankly, our rooms are small. There is one particular piece of equipment that we would like to have that we cannot buy. They literally will not fit into our operating rooms, and that's going to continue to happen. With increases in technology. One of the other things that we're also finding is the fluctuating demands requiring more architectural flexibility than we were building for, 40 years ago. It used to be, you would have a floor room and a step-down room and an icu room, and when we build rooms now we build them to be used for anything, whether it's day-to-day patient care, icu patient or frankly, to be able to expand for any emergency crisis that we need to. Our capital investment strategy at legacy is really based off of campus master facility plan. Which really includes new maintenance and infrastructure, but does take into account medical equipment, simulation and education research, information technology and physician alignment, and this project, actually, has components of all of those things. Why is this good for Portland? It will help to maintain emanuel in Portland as a center for health care in the region. It's \$150 million construction project that we're estimating will bring 250 to 300 construction jobs. And additionally, once the building is complete, we think that we'll need to add probably 75 to 100ftes to that. With an estimated \$9 million, and family wages that we would bring. There will also be additional supplies and services for operations and those are not really yet quantified. It allows emanuel to continue to serve as the regional and state resource that it is for high end critical care with our trauma and burn unit, as well as pediatrics. We did just proudly build the randall children's hospital but the operating rooms are housed at emanuel, not in that building. So, this will also allow us to provide some extra pediatric specialization in our ors. Why is it good for the community? Actually, in the mission statement that I am given by my agency, is that we are to be a regional resource for quaternary medical care, as well as an economic driver for north Portland, and that's a very specific mission that we have. We've been deeply --

Saltzman: What does quaternary mean?

Morgan: More advance than tertiary. Does that help? What we would call very high end medical care that you cannot get and usually only one or two hospitals in a state.

Saltzman: Ok, thanks.

Morgan: So, we've been deeply involved in our community, some of the programs that we've been involved in for the home ownership program, where for ten years over 100 employees purchased homes within two miles of emanuel with assistance, and we have participated in the dawson park revitalization, and there is a long list of community organizations that we participate with, and

October 24, 2012

frankly, we proudly have one of the community gardens that you were just talking about on our campus. And work with many agencies. One of the other things that's part of the mission is education, and not only of professionals but within the community. This is something that is personally very near and dear to my heart. We have participated fully with the yes program. Which has affect college scholarships for a number of agencies and students, , including sei and reed. We have job shadow opportunities for all of our high school, also have invested in scholarship programs with hispanic chamber, ppc cascade, and the skanner scholarship program. We do a number of community prevention education, frankly. There are some listed here, I won't read them to all of you, but they are more than that. I think that another reason why this is good for the community is that our success allows us to continue to support a large amount of charity care currently, for fiscal year 11, and our charity care was 6.4% of my overall budget, which was \$36 million. And total unreimburse cost of clinical care for this community was 15.9% or \$89.3 million. We have a large community health fund that further assist other community organizations, which has total over \$6 million in the last, ten years. And our total community benefit and fiscal year 11 alone was really over on her \$91 million. Which is a higher percentage than any other hospital in the metro area. It's something that we're very proud of, and I think that, and again, our health allows us to continue to do this, and these new operating rooms are really essential for that. Another long list of our community partners, and I won't read them to you, why is it good for legacy? Well, the new Ors will allow us to utilize the new technology, new facilities, allow us to bring our buildings up and our high areas up to current code. Part of the issue is the location, it's very critical to be next to our current ors, and I will show you map in a second. But, it allows us to, continue to use our current space, as well as maintain efficiencies, trying to build a separate set of, and we have we have looked at this originally, a separate set of ors across campus divides kind of our personnel in two locations, which makes it very difficult it manage operationally. And we also are planning to add some additional icu space that will help to prevent us from going on for lack of bad space, and the new construction will increase the flexibility, and better facilities attract really more in top-notch physicians who want to work in facilities that are commensurate with their skills. So, this is a picture of our current campus, randall has pointed out for you because everyone knows where, where that is. The planned structure is, what is colored, the operating rooms would be on the bottom floors. The top floors would be additional icu space, and off to the left, you could see was there the helicopter pad, that's another orienting spot. And frankly, this parking lot that we're talking about, most people think that we own. Everyone is always really stunned when they are like, well, what's the problem? Like, well, it's right next to our building, and it would seem like we do own it, but, the reality is, that we don't. Some of our previous community collaborations with construction, we are very engaged with the building of randall children's hospital. And with namco, as well as other agencies. One of the things that we worked very hard on in the last year is our emanuel reconciliation project, which is an opportunity to work with our neighbors better in terms of what we are planning on our campus, and we have ongoing dialogue and community engagement with our master facility plan on the campus for what we want, for what we want to do. So, that is my presentation of why I think that this is a great project, and I know that you do, too.

Enge: Based on the benefits to the community and also to the city, and based on the terms of the agreement, the office of management and finance is recommending that this ordinance would be approved. We have also would like to invite members of the community and business representatives to speak on behalf of this particular project.

Saltzman: Can I ask some questions of dr. Morgan?

Enge: Sure.

Saltzman: Dr. morgan this all sounds great. I just want some assurance, that emanuel is going to actually break ground on this project soon. And this is a certainty, not a, idea subject to a capital campaign. The may or may not be, that may not be successful, so we are selling you the property,

October 24, 2012

actually, but, leasing it back for two years, so presumably, within that two years, emanuel will break ground on this?

Morgan: We cannot break ground until you move out.

Saltzman: It's a parking lot. Not much to move.

Morgan: And no. It is, as I mentioned, in one of the slides, we, actually, legacy has a multi-campus master facility plan in terms of what we need to do on all of our campuses. And when we reviewed that plan with our board in the spring, this project was number one on that list. So, as far as the formal approval through our board, we've been struggling with the chicken or the egg thing. I didn't, I don't really have a project until I have a parking lot. And so, i'm just being honest with you, our board hasn't formally approved it. But they absolutely know that we're here and, and as we speak, we're formalizing what we would call our pro-forma to take it to our board for approval. So, I think that, that you have our assurances that this is a project we're going to build.

Saltzman: When?

Morgan: Well, we think it will take probably the next 18 months to plan. And so, I think that as soon as you guys are ready to turn it over, then we'll be ready to put a shovel in the ground.

Saltzman: So --

Morgan: I would have done it four years ago if it were up to me. I can hear my colleagues in the back snickering. I'm ready to go. We are very anxious to have this project done.

Saltzman: And the commitment is to build exactly what you showed us operating rooms, and intensive care unit. Pediatric trauma expansion.

Morgan: Pediatric operating rooms will be a part of that, and that certainly is a piece of all of the trauma care that we that, we do, do. Our trauma ors are actually upstairs, in our emergency room. These are kind of our regular ors and day surgery but there will be dedicated pediatric ors that are a component.

Saltzman: So the component of icu, operating rooms for critical care, because I know there is a trend, hospitals to sort of go to day surgery, elective surgery, which brings in money, popular with baby boomers. That's not the intent here.

Morgan: It's a combination of, really, all of our ors need to be done. We have a day surgery component. So, there will be some of these rooms that we will utilize as part of our day surgery. The very bottom floor will be run of the mill, high acuity ors. This expands our capacity.

Saltzman: And in the ordinance before us, there is nothing that specifically speaks to what has been presented to us in terms of what legacy emanuel will do with this property. So, I guess, with you --

Adams: This is real estate transaction, this is not -- they are paying for this. And so this is not charity on our part. So I'm curious to your line of question.

Saltzman: If you will let me speak I will continue. Do you have any objection to adding language in here that is in your power point that says, legacy will, with this property, develop larger, state of the art operating rooms, including outpatient, minimally invasive and robotic surgery at emanuel, additionally, configure part of the operating room with a pediatric focus to address the specific needs of children? If we were to add that in here?

Morgan: I have the ordinance in front of me, and i'm trying to read through it. I'm pretty sure it says for an operating room expansion. But certainly, the components.

Adams: What is the purpose your questioning?

Saltzman: My questioning is, as you mentioned, you are going to sort of a reconciliation project, a lot of sensitivity. And about emanuel under, you know, from dark days of urban renewal where land was condemn and the african-american community between williams and vancouver was in essence, relocated. Or otherwise, vanished. So I guess I have a sensitivity about selling this property to them with an understanding that this is going to happen. And then if nothing happens. If this remains a vacant parcel, like the vacant parcels between williams and vancouver today. So

October 24, 2012

that's the purpose my line of questioning. I want some assurance that if we sell this and declare this property surplus, that, in fact, the intended purpose is going to occur, which sounds great. And that's why I was asking when it's going to started but I would feel disappointed, and I think a lot of community would be disappointed if this were just to remain, to go from a city parking lot to a legacy parking lot. So that's why I would ask if we could have language in here.

Leonard: The point on the piece property between vancouver I raised in my private meeting. I grew up in that neighborhood so I don't know how familiar you are with what was raised from there.

Fish: Is your mic on?

Leonard: Yes. Characteristically speaking very low. But what was raised there, I raised in my own briefing, not so much what was lost because for those of you who might have some emotional tie to what was there. I don't. It was a center of crime and disfunction. But, it should have been replaced when it was raised and, and I said so, and I asked and pushed, even, at what point are you going to do something with that piece of property to reinvigorate the community. This is not such that piece of property. It is an isolated in terms of its connection to the community. Isolated piece of property that I also thought was part of emanuel. I would also add that I have since and before my presentation visited the operating rooms once to get better sense because of this proposal, and a couple other times for personal reasons. It is obsolete. It is outdated. I have no doubt that emanuel intends to do what they have represented. They are going to do, and I would be concerned about the condition on the sale only because, in the because I think that emanuel will, will, is misrepresenting what they are doing today and intend to do something different but as you well know, development occurs, different ideas could bubble to the surface, and I would not want to constrain their ability to do that. Having said that, I would say, I was not going to say this publicly but I would echo commissioner Saltzman's concerns about that parcel between williams and vancouver and russell and i'm not -- I really, and I know your response of the time was in the construction stage but I would encourage you to look for another place to do that and, and as we discussed at minimum, make a playground or, or some, community amenity. It would do a lot to heal bad feelings about what's been left there.

Saltzman: If I could speak, i'm not asking this to be put in as a condition, sale. If we declare this surplus and sell it to you, it's your property. But I think it should reflect in the record that in the ordinance this is our understanding of what's going to happen with this parcel, and it says it very well here in the power point, but I would like to transfer that paragraph in the power point into the ordinance. So, everybody knows what we're operating under.

Adams: I move we attach the power point as exhibit a.

Fish: Second.

Adams: moved and second.

Saltzman: Ok.

Adams: Karla, can you please call the vote?

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

Adams: Aye. All right. Any additional discussion? We have some folks that want to testify. Could president gatewood, sam brooks, and dr. John hill come forward. You can take your seat.

Morgan: Dr. Hill is stuck in the operating room so I will extend his apologies, but --

Adams: Ok. Anyone else signed up to testify?

Moore: No one else.

Adams: All right.

Algie Gatewood, President, Portland Community College Cascade: Mr. Brooks has given me the honor of going first. Mr. Mayor, members of the council, thank you very much for the opportunity to address you this morning. I am very happy to speak with you in support, of legacy emanuel hospital. During my ten years at the cascade campus I found legacy to be a good neighbor

October 24, 2012

and a friend to the north Portland community. And let me say that cascade campus, enrolls about, in fact, we enrolled more than 24,000 students last academic year. And we have 61 different curriculum programs from which students can obtain a major. And those programs range from, from fire protection technology to criminal justice, medical technology. To many other health related careers. And I mention that to you so you will be remind of the magnitude of cascade campus in the community. Emanuel hospital, legacy emanuel and cascade are two major entities in very encloses proximity to each other. In terms of the relationship between cascade campus and emanuel hospital, as I said earlier, they have done a lot of things to indicate to support us in the warning that we do. Most notably, legacy emanuel has made what I consider to be the long-term commitment to ensure that we have a very prosperous community. And what they have done is stepped up to a call from me, to participate in the middle college program scholarship bank. Dr. Morgan mentioned that in her comment. But you know, it's really much more significant than just a scholarship. When we invest in the students at jefferson high school, we are investing in the future of Portland. Not only the future of north Portland, but the future of this entire metro area. And this particular scholarship in which legacy will award one per year, is targeting young people from jefferson, who want to, have careers in the medical profession. Health care careers. And these types of careers will provide what we have a tendency to call living wage jobs. These are the people that won't be on relief programs. They will be providing assistance to the us in the community. They will not be tax takers, they will be taxpayers. I am really proud of that. But it goes farther than that. Each year the scholarship, recipient will also be entitled to a summer job. Working at legacy hospital. Getting a feel for the medical profession. Hands-on feel. And that's going to, certainly enhance the success of this program. Legacy emanuel hospital works to facilitate the clinical rotation of medical laboratory technology students. We have about 160 on average students enrolled at the campus each year. And legacy provides an opportunity for us to have an office on-site at the hospital, where one of our staff people are there to work with the students to help them acclimate to what's going on there and coordinate with legacy staff. My sense is that a collaboration such as this, a public community college, campus, and a private hospital working together is truly a win-win situation. Legacy wins. The campus wins. The students win. And the city wins. And my hope is, and my expectation is, that if legacy moves forward with the project that is proposed to you, that this will provide yet another opportunity for students in the cascade campus as well as people in our community to have jobs, and I am thinking mostly in terms of our trade students, we have a large trades program, and this will be an ideal opportunity for them to get hands-on experience, and to have a living wage job following the completion of the training. So, in closing, let me say again, that cascade campus, legacy emanuel hospital are valuable entities to this community, and we truly support the work that legacy is doing. Thank you.

Adams: Thank you, mr. President. Hi, mr. Brooks.

Sam Brooks: Good morning. Mayor Adams, members of the commission, sam brooks, i'm a 44-year northeast, inner northeast resident. I run company in northeast that has 200 employees. I run an organization that is ten blocks down from legacy emanuel hospital. The Oregon association of minority entrepreneur, that has grown to over 850 companies. I could have stole the virtues legacy and take up way too much time. I do have a written document that I brought, but most important thing, is that particularly, as, as dan Saltzman, as you indicated earlier, the community that I had an opportunity to meet with legacy, and particular people from the african-american community, a few weeks ago. To talk about history, and it was interesting that as we went through that discussion approximate history, and I came here in the 60s from the military. And what we have done, you cannot do very much about history except make it better moving forward. And as a partner with legacy, creating opportunities, there are three things, do you have partnerships with the community? Absolutely. Are you creating jobs? Yes, they have. And proposing to create more jobs. Are you working with people in the community that will create wealth, ownership, and jobs? They are in

October 24, 2012

participation with us at the Oregon association of minority entrepreneurs, as they build the randall center. Absolutely created jobs, they used minority, women, and emerging small businesses. So anybody that knows me, i've been working on that for over 30 years. Those are the things that I look for, not whether you are talking the talk but are you walking the walk. Dr. Brown gave an amazing, in my opinion, presentation at that gathering people from the 1960s that were part of all of that. And for the businesses that were there. Looking as we move forward. This is an opportunity to move past some of the history that you cannot change, someone once said, that if you live your life, looking in the rear-view mirror, you are inclined to head for wreck. So we don't want to spend too much time looking in the rear-view mirror. We have an opportunity to move forward and provide opportunities for the north, northeast community. And this is something that I think that we should move forward with. So, anything that you can do to help change that community, and I might add, the person that's been there since the 1960s, commissioner Leonard, you have a lot of history. That community is changing. Dramatically so. And if you can do something to help the folks that remain in the community, and certainly, that is the plan. I think that that's an excellent thing to do. Thank you very much.

Adams: Thank you mr. brooks, thank you president gatewood. Any comments from council? Unless there's anyone else that wishes to testify, comments from council.

Satzman: I guess I hate to be a stickler on this but I would like to insert in the ordinance the paragraph on the project concept. I know attaching powerpoints to the record is good but I would feel better if we --

Leonard: Where's that found at?

Satzman: its on page 3 of the powerpoint, new paragraph 3 right after paragraph 2 that's says legacy emanuel intent is to develop larger state of the art operating rooms, including out patient, minimally invasive and robotic surgery at emanual. Additional reconfigure part of the operating room with a pediatric focus to address the specific needs of children. I would move that as paragraph 3.

Leonard: So that I understand your taking the first bullet point and just --

Satzman: and putting it in as a, under our findings.

Leonard: and did you say your adding the words it is their intent?

Satzman: I'm going to believe --

Leonard: If you add the words it is the intent and take the first bullet point I will second it.

Satzman: Ok.

Fish: I have a question, if I could, of dr. Morgan. Dr. Morgan, commissioner Leonard is referring to the project concept language.

Morgan: Right.

Fish: Does the -- is the language broad enough to allow you to adapt to whatever your funding challenges are or whatever sequencing that the board chooses, putting this in the ordinance, you have the flexibility to deliver a world class health facility that you deem appropriate?

Morgan: Right. I think as long as it does say this is our intent, because it is our intent. It might be the case, for example, we decide not to include the outpatient part because we already have outpatient ors. I think if its our intent I'm comfortable with that.

Fish: I move the amendment.

Leonard: It's been moved and seconded.

Adams: Any additional discussion? Karla can you call the vote on the motion?

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

Adams: Aye. Commissioner Fish.

Fish: Thank you mayor. We may have concluded the formal presentation, we may not, its is possible a number of you may not be here next week when we vote on this. I would like to say in advance of the vote that i'm reminded that legacy emanuel is one of two level one trauma centers in

October 24, 2012

the state. And in our city, you have one at legacy emanuel and one at ohsu. I have personal experience with that, because my son in his first year of life had significant surgery at ohsu. Now, it wasn't -- i'm not sure if it was surgery that he couldn't have had at legacy emanuel -- my wife did deliver our son at legacy emanuel but the surgery was at ohsu. We have two level one centers and that is vitally important for our state and city. What has excited me about this prospect, the opportunity for you to expand on your existing capacity and put an a state of the art or in your campus. And that is good news for people who live on the east side of Portland. So I want to thank you, dr. Morgan, for your tireless perseverance on that project. I know it goes back many years that you have been working to this date. I also want to say about a year ago when I had a chance to tour the randall children's hospital and first learned of how urgent this concept was for the hospital, it was at that time or shortly there after that jack rand rolls up his sleeves with his team and took this on as sort of a mission. And I can't -- I have lost count of how many briefings we have had, council has had with jack and his team and bryant about this. And I just would say with all of the moving pieces and complexity, this one was incredibly complicated. If someone thinks this happened miraculously -- assuming that we vote next week to approve this, and I think you have the votes, mostly this is good news for young people in our city, and particularly on the east side. I thank you for your perseverance.

Adams: This moves to further consideration next week. I want to thank you and the entire team at emanuel and legacy and I want to thank bryant, you and jack, thank you very much for your work on this. Moved for further consideration next week. I will run through and do the seconds just to have folks be able -- and some house keeping stuff before we go through the regular agenda. Karla please read item 1193 and call the vote.

Item 1193.

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

Adams: Aye. 1193 approved. Read the title and call the vote for 1194.

Item 1194.

Leonard: Aye.

Adams: Wait, I normally don't take testimony, did someone have testimony on this? I will extend that to you as a courtesy, ma'am. Please come forward. Sorry Karla. Hi, welcome. Just give us your name and you will have three minutes there.

Kay Williford: My name is kay, I live in snoozy hollow neighborhood. I tried speaking to you before all of this happened and it didn't help. We're having problems where -- you put in new water and sewer lines in our neighborhood. And our community has a homeowners association, and a vote was not ever allowed or permitted. And new homeowners as well as old homeowners are basically strapped for money. I'm disabled. There is three others that are disabled. One third of the neighborhood is empty right now. And we understand that liens will be put on our homes or loans. Most people are just getting up leaving, seeing the banks don't want the homes because they're so old. They're renting them out to make money until the banks finally come and take the homes. And the banks don't want them back because they're so old. And it is stressing a lot of us out. The equity in the homes are gone because of this. And we're asking that this be stopped. We're also being forced to pay for \$60,000 water and sewage from people that lived there from 20 years ago that we were not even owners then and we move in and the next thing we know all of these liens and loans are on our homes, and it is -- it's stressing people out to where they won't buy the homes. We can't sell them. The neighborhood is going to waste. And we're asking for help. We can't handle -- we cannot handle. I am on disability. Not expecting any increase in income. I can't afford to pay 20, \$25,000 on top of what I already owe.

Adams: Thank you. Appreciate your testimony. Can you please call the vote.

Leonard: Aye.

October 24, 2012

Fritz: I -- I believe that the city has worked really hard to try to make this the best deal possible for the residents and eventually the improvements will add to the value of the homes and I appreciate the fact that there is a deferral program to assist folks who are struggling with that. Aye.

Fish: Aye.

Saltzman: Well, I just want to say that I appreciate the residents coming today but also two weeks ago. I'm familiar with your neighborhood and it is an extremely low-income area, but I do believe that ultimately the improvements that were made, state of the art sewer connection, sewer service and the first place improved water connections, really are the pathway for this neighborhood to become more attractive for homeowners to invest in their homes and that -- and to have a higher resale value when you do sell your homes. These types of services are indispensable towards that. The Bureau of environmental services has reduced its portion to be collected from the lid. I'm not sure if water has also. But the point is I feel we have done something here that is fair and consistent with the value of these improvements that we have made and a consistent trade-off between the interest of rate payers and interest of homeowners and as commissioner Fritz says, there is a deferral program so that current owners do not have to pay these liens or assessments, if they so choose. With that I vote aye.

Adams: Aye. Can you please read the title for item number 1195?

Item 1195.

Adams: Based on community interest in this topic, the sponsor has asked that this ordinance be returned to her office. Commissioner Fritz to provide more time for input from the chief administrative officers and members of the community. The proposal is posted on the web site and comments are encouraged. It is referred back. Can you please read the title and call the vote for 1200?

Item 1200.

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

Adams: Aye. 1200 is approved. Call the title and call the votes for 1201.

Item 1201.

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

Saltzman: Thank you to everybody in the bureau of environmental services and amy trieu in my office for this. Aye.

Adams: Aye. 1201 is approved. Back to the regular agenda, regular work. Please read the ordinance for -- read the item emergency ordinance 1190.

Item 1190.

Adams: 1190 and 1191 we inadvertently put on the regular agenda normally their on the consent agenda. These are good things we have smart people here to answer any questions anyone has. Does anyone wish to testify on 1190? Would you please call the vote, emergency ordinance, item 1190.

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

Adams: Aye. Can you please read the title emergency ordinance 1191?

Item 1191:

Adams: Does anyone wish to testify on this matter? Does council have any comments on this matter? Karla please call the vote for emergency ordinance 1191.

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

Adams: Thank you for your great work, aye. 1191 approved. Please read the title for 1192.

Item 1192.

Mike Stuhr, Water Bureau : Good morning, mr. Mayor and commissioners. We have to play with the electronics for a minute. What we're here to talk about today is west side header, a very important job for us that is underway. I'm sure you have all been tangled up in traffic due to the

October 24, 2012

west side header job at one time or another. On the screen, momentarily, you should have a map showing where the project is and the bulk of the project is the big black line. We have had one change -- two change orders previously on this job. The first change order was to, if you can work the map to add Sheridan to the job -- the reason that was done is that down there in this area, there is a whole lot of work going on from Trimet, ourselves, and others that are involved in the public improvements associated with the light rail project. We decided it would be a wise thing to do to -- since the streets are torn up anyway to finish the piping work that is necessary down there rather than wait a year and a half after everybody puts it back together and tear it up again.

Saltzman: Mike could you briefly say what is west side header?

Stuhr: West side header is a -- the actual diameter varies from place to place, but basically a 36-inch diameter pipeline that runs north/south that allows us to move water on the west side of the river north and south that we didn't have before. It's both a practical necessity and I think it will serve us well in a seismic event to move water around the city. Sorry, I should have done that first. The change order at hand today, a lot of this area is fill. And back before my particular profession was invented, geotechnical engineering, the way they did fill -- it's hard to believe -- but my profession is pretty new. 1930s. The way they did fill was just like it sounds like. People bulldozed stuff, bulldozer over it a couple of times and put dirt on top of it. Now we compact it and we use soil. But working down there -- if you are working underground is a challenge. Basically any of the places in the city that have been repurposed from the former river front industrial area, like the waterfront park, for example, basically all they did was knock down the buildings and maybe about three feet of the foundation below and put fill back in and build. So, if you go any depth at all in these areas, you are liable to run into all kinds of debris and rubble and it is very difficult to tell where it is going to be until you actually run into it. One might think that we should go out and pothole for that. It is so variable that we want pothole for it. You would be forced to basically dig up the alignment and take a look at see what it was and then you have driven everybody nuts twice to get the job done. We just be prepared, have a contingency in the project to do that. What change order number 3 is going to add, and I want to show you some pictures of this when I get done talking about it. Because it is kind of interesting, I think. You guys get to approve all of this work that we do and never see very much of it. What specifically covered in change order number 3 is unforeseen obstructions. That is a nice word for all of this rubble. 430 feet of 12 to 18-inch thick eight foot deep concrete walls and floors that were the foundations for old buildings down there. We had to redesign one of the connections because when we do locate, we can locate lateral, left and right, very well, but depth we don't locate very accurately and then if you do, you only know exactly that spot. So, if the pipe varies, you get surprised. We got surprised. And taking out what is called a thrust block. When pipe goes around a corner, particularly large pipe, we put a thrust block in there to keep it from moving. It is like if you imagine a train going around the corner, water does the same thing. It has momentum. When it bends around the corner, it pushes out. You put a big pile of concrete there. It is called a thrust block. When we were trying to remove the pipe, the contractors demo tool slipped and put a hole in the pipe and we flooded some stuff and we have to pay for that. There is also some cost increases from large pipe signals. We made a deal with the natural pathic medical college down there to block their parking lot for half a day. They decided later that they would rather we didn't do that so we are also accommodating that. This will bring the project total up to around \$5 million, underneath the engineer's estimate. Once again, we are still benefiting from a bad economy. We get very good prices on our bids. Now what I'd like to do is show you some pictures of what this work really looks like. Nancy, you can feel free to kibitz, if you want. But what you are looking at there is a 48-inch diameter piece of steel pipe, and this is kind of like lacing your shoes with steel pipe. We have to slide it down in there through the shoring that is in there. That hunk of pipe probably weighs about 5,000 pounds. If any of you

October 24, 2012

drive a subaru, that is two subarus worth of pipe in this one piece. It seems to be a popular car in Portland. Go ahead. You can see we put in extensive shoring under there so that the guys can work in there. You have to wiggle lace this pipe down through it and that is one of the things that Nancy keeps an eye on that we get this all done correctly. Go ahead.

Nanci Snyder: 40-foot length of pipe, too.

Stuhr: There is an old bypass tunnel that we had to go through. That is what you can see.

*****: Shoring for the tunnel.

Stuhr: Shoring for the tunnel, the sheet the guy is holding his ears because that is a vibrating pile driver driving the pile in --

*****: Where does that tunnel exit in the previous picture?

Snyder: It crosses Naito parkway on a diagonal. It used to go down to the waterfront.

Stuhr: There is many interesting things underneath the city.

Saltzman: And you are using that underpass or not?

Stuhr: We will show you. We had to go through it.

Saltzman: Okay.

Fritz: But did that make it easy or more difficult? Did that make it easier or more difficult?

Snyder: Much more difficult.

Stuhr: You have to poke holes in the walls and you are lacing the shoe lace and trying to make everything line up. If you look at the picture here, this is that tunnel. We are running our big fat piece of pipe through there through holes we had to pound in the wall. It is quite challenging. This is a pipe we removed. Cast iron is great stuff as long as you don't jiggle it but it is terrible stuff in an earthquake. Even moderate shaking, the old joints are led and oak and they were pounded in and when you pound them in they leak. That's replaced by another -- I love the subaru measure. 36 inch diameter piece of ductal iron pipe 18 feet long weighs 3,100 pounds which is the weight of a subaru. So, keep going. There is a lot of night work on this. I don't know how many times I have sat at this intersection and wished I was not the one who caused the jam up at the intersections, but we have done a great deal of night work to try to reduce impacts on the traffic. And that's what it looks like. It is dangerous to work at night but we're all very careful. Another night work picture. Just more of the same. Very difficult challenge staging pipe for this. It is not like building at Powell Butte where we can haul everything out there and pile it up and use it as you need it. It becomes a logistics enterprise for the contractor to manage bringing this stuff in on an as you need it basis. Go ahead.

*****: That's it.

Stuhr: That's it?

*****: One more.

Stuhr: So that would be the project. We are available to answer any questions that you might have.

Saltzman: I just had -- I think you said this in the beginning, so, I guess -- I assumed all of the work going on there was utility relocation due to light rail. It is really you are taking advantage -- or is a part of that -- also you are saying this is the time since it's all being torn up to do the work?

Stuhr: It is partly timed to do the work. That is particularly true on Sheridan. That wasn't -- the Sheridan work that was the first add wasn't in the project in the first place. We looked down and decided that all of that area is going to be torn up and we knew we were going to have to do it. We decided to basically reorganize the distribution mains program and decided to fund it and add to this particular project. Naito parkway, essentially -- there isn't any way to get around this. We don't mind crossing the light rail lines. That is pretty easy to do. But sometimes you are stuck being under them. When we do that we put pipe in and leave it so that if something happens to it,

October 24, 2012

we can haul it out without shutting down the rail line. Kind of a complicated explanation, but it is not easy. Other questions?

Fritz: I just really appreciate you taking the time to give us the visuals and explain the projects. Sometimes when citizens see a number in an increase in a contract you wonder why. This is very, very helpful. Thank you.

Stuhr: Thank you you're welcome. We think this stuff is cool. Other people think it is a traffic disruption.

Fritz: It's very helpful for that purpose to have people understand to make sure that our water supply will be safe in the event of an earthquake. Thank you.

Saltzman: Thank you. Anybody that wishes to testify on item 1192? Okay. This is a nonemergency and it moves to a second reading. Thank you. And our next item -- if we could go to 1197, since we're waiting for somebody to come here on 1196, is that correct?

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

Saltzman: We will come back. Let's go to 1197.

Item 1197.

Saltzman: This is the first reading of the bureau of development services amended fee schedule for the fiscal year 2012-2013. Though the fee schedule was last changed in July, two additional minor changes are necessary at this time. First in response to direct input from roofing contractors, a change is made to the reroofing fee. And the second change is the creation of new fees for solar and wind generation. These fees are required in order for bds to comply with the requirements of the Oregon administrative rule regarding renewable electrical energy permits. Staff is here to answer any questions if members of council have any. Okay. Is there anybody that wishes to testify? Okay. This will move to second reading next week. And keep going, I guess, 1198.

Item 1198.

Saltzman: This item is a wholesale sewer services agreement between the city of Portland and clean water services. One of our many regional partners. This ordinance updates our 1998 agreement and includes new mutually agreed upon rates and methodologies. This new agreement is fair to Portland rate payers and it is fair to clean water services rate payers. I want to thank clean water services as well as city staff for updating the new agreement and I look forward to our continued work with it. If anybody has questions, we have people here. Okay. Seeing no questions, does anybody wish to testify? Okay. Seeing none, this moves to a second reading next week. 1199.

Item 1199.

Saltzman: This is 1199? This is related to 1198, if there is any questions. Anybody wishes to testify. Okay. 1198 moves to second reading next week.

Fish: We are ready to proceed with 1196.

Saltzman: Let's go back to 1196.

Fritz: 1199 is --

Item 1196.

Saltzman: Commissioner Fish.

Fish: Thank you. We are going to need commissioner Leonard for the vote. If Randy hears me, we will need him back in a minute or two. Thank you, president Saltzman. Today we're here to tell you about an exciting partnership with two nonprofit partners and we're going to ask the council to approve two separate actions. The first is the purchase for \$1 of a parcel owned by local nonprofit human solutions. The second is a 99-year lease with human solutions for the same property for \$1 a year. Through this partnership, nearly 70 people and families will be connected with new homes, affordable to households at or below 50% of our area's median family income. That is roughly \$25,000 a year for a family of one. Or \$36,000 a year for a family of four. These families will leave close to multiple transit options that will connect them with greater Portland and

October 24, 2012

they will not be rent burdened, which means they will have the freedom to connect with local businesses and the community in a meaningful way. Ride connection will connect with the gateway community and the people they serve in a more direct way, including offering new jobs to the community. Up to 50 construction jobs at any one time and 40 permanent jobs in their office. A cornerstone parcel in the gateway district will become home to a beautiful new building connecting the fabric of great -- gateway. I'm pleased to introduce the director, tracei manning, director of the Portland housing bureau who will walk us through the details.

Traci Manning, Director, Portland Housing Bureau: Thank you. Real quickly, this is another great example of the work that we're able to do with our partners. So, we're going to be working on this part of the transaction with long-term partner that you are all familiar with, human solutions. Huge thanks go out to the executive director, jean demaster, as well as the housing director, sara zahn. A new partner for the Portland housing bureau, ride connection. Thanks to their executive director elaine wells. This project will have affordable housing up above phase one will be 67 units. And then down below, ride connections new offices. Bringing the transit oriented business next to the gateway transit center, and bringing jobs, not just construction jobs, 250 to 275 construction jobs during construction and then 40 new permanent jobs in the neighborhood. All of this is consistent with the great partners in the east Portland action plan. We will work with their strategies and goals to improve the design and quality of new homes, provide commercial mixed use development opportunities and promote key opportunities for economic development. So, this is phase one. Phase two will include additional affordable housing on the site. And will be making the land available on a 99-year lease for \$1 a year. That is a portion of the subsidy of the project. In addition, tax increment funds from our 30% set aside will help to make this project a reality and leverage another \$14 million in additional public and private investment. Bank of america is a big key partner in this project as well. And just in closing, would love to give special thanks to our always hard working city employees. The phb team was led by jacob fox, our assistant director, and included carl who is with us here today. Underwriter john marshall, construction coordinator nate mccoey, kathy ramiro, and the attorney from the attorney's office, trin tran.

Fish: Thank you. If I could underscore one thing that traci said because we -- I think we don't focus enough on the extent to which public dollars leverage private dollars. Phase one, \$17 million project. The city is committing \$2.7 million in tax increment financing dollars and that comes out of the 30% set-aside. Bank of America is putting \$8.3 million in low income housing tax credit equity into the project, that private finance. Additional \$700,000 in system development charge waivers that this project is eligible for. \$3.5 million in state transportation funding. Our piece is relatively small, but it is leveraging a lot of public and private investment. It will be an attractive building in a developing area that meets a number of our core goals. Thank you.

Saltzman: Any questions from council? Anybody that wishes to testify?

Moore: No one signed up.

Leonard: Aye.

Fritz: Good work, aye.

Fish: Thank you, traci, Jacob fox, carl dinkelspiel, john marshall, nate mccoey, kathy romero and trin tran. Thank you sonia Schmanski in my office. And special thanks to jean demaster and sara zahn, director of development for that organization and has been enormously helpful to us on the Portland housing advisory commission. Aye

Saltzman: I'm very pleased. I met with jean demister and somebody from ride connection. Seems like it was a couple of years ago so I'm glad that this concept has come to fruition. It seems like a great idea. Affordable housing, ground space retail in a great location. 99th and Glisan. So I'm pleased to support this. Aye. Ok the ordinance is passed. I think the only item we have left is 1201? I know the mayor is jumping around so much.

October 24, 2012

Moore: I show we took care of that.

Saltzman: Oh we took care of it, we took care of everything?

Fritz: Did you do 1199?

Fish: Yes.

Saltzman: Yeah, we did that.

Fish: We paired it up with 1198.

Saltzman: We are adjourned until 2:00 p.m.

At 11:35 a.m., Council recessed.

October 24, 2012
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.

OCTOBER 24, 2012 2:00 PM

Adams: We have two time certainties to deal with today. Karla, please call the roll. Roll call. [roll taken] A quorum is present. Let's proceed. Could I please have staff come up and Karla, would you please read item 1202.

Item 1202.

Adams: A two-year planning effort for the central city 2035 concept plan. This plan succeeds the landmark 1988 central city plan. The success of that plan was to create a creative and vibrant place for people. But we can't rest on past accomplishments alone, and the central city cc2035 concept plan establishes the framework to continue this role for the next 25 years. The plan is first -- is the first plan developed with the Portland plan as use guiding framework. Planners and citizens, residents were challenged to apply the direction of the Portland plan equity prosperity, education, and health to a district. The key strategic direction for the central city plan is set out in the -- set out the central city as a center for innovation and exchange and strengthen the central city as a living laboratory. The concept plan is the first step in an evolving process. The concept plan provides an Overall framework for the four quadrant plans. The north-northeast quadrant plan, which we will consider tomorrow, is the first of these plans to develop specific strategies for the smaller geographies within the central city. Central city establishes the overarching policies and reactions to achieve aspirations of the Portland plan, Susan Anderson and Troy Doss will now present the central city 2035 concept plan, thanks to Susan and Troy, and to the central city committee, chaired by Chet Orloff and Michelle Root, we appreciate all your work.

Susan Anderson, Director, Bureau of Planning and Sustainability: Susan Anderson, director of the bureau of planning and sustainability. With me is Troy Doss, the project manager for the central city. As the mayor indicated the purpose of today's meeting is to present a new Portland central city plan. The plan set before you has been about two plus years in the making and it's Portland's third central city plan. As you all know, we did the 1st downtown plan, we didn't, but someone did back in 1972. And at that time the plan sort of laid the ground work for reviving downtown. It led to the development of waterfront park, light rail, the transit mall, making streets more walkable and safe, and encouraging ground floor retail and restaurants, things we take for granted now. We have to remember that this was really unusual at this time. If you think back to 1972, most of the country was turning their backs on their downtown. We were expanding freeways, we were moving through the suburbs, me personally my parents, we were living in Detroit and they decided we should all move to the suburbs of Los Angeles. Because living in the central city for them was not an option. Things have changed. So Portland in 1972 was way ahead of its time. It looked ahead and embraced the potential of what the central city could be. The second central city plan was completed in 1988. It extended the concept from just the downtown over -- on the west side to thinking of the central city as being on both sides of the river there. Were nearly 500 specific action items in that plan. 90% of those have been completed over the past couple decades. Many of them succeeded because we targeted public dollars to leverage significant private investments. Everything -- things we take for granted again, South Park, the Pearl, the Rose Garden, convention center, esplanade, all of those things were part of the 1988 plan. So now 2012, from 1988 the world has changed. We've come full circle. Many people want to live and work downtown, young and

October 24, 2012

old. They want to live in a more walkable urban environment. So the plan was presenting today is for the next 20-plus years, until 2035. Metro estimates by then we will have 37,000 new households. And 42,000 more jobs in the Central city. The one thing we know for sure is we don't want to be San Francisco, a place where job growth has been pretty stagnant for 20 years. We want to replace that with more housing and jobs in the central city. To wrap up, the central city plan will provide a good framework for a public and private investment. It will help guide and build healthy walkable neighborhoods in the central city, and help ensure that specific areas stay focused on employment. So what does the plan look like? You've heard a lot for the past three years now about the Portland plan. That was the big picture. This takes it down several steps and gets us down into the details. It will ultimately include the four quadrant plans the mayor mentioned -- north-northeast, northwest, southwest, and the San Francisco East side. We did the north-northeast plan concurrently. The result is you have a package, today you will consider the concept plan and the central city plan and tomorrow we'll present the north-northeast plan. And we did this four years ago now with the new bureau, we did this because in part for really a decade or so, often we would hear planning was moving too slow. And we really wanted to show we could pull all the pieces together, quality data, business participation, broad community involvement, and get it done in a timely way. So I'm going to turn it over to Troy, but before that I want to thank several people. The co-chairs, Michelle Rudd and Chet Orloff, the advisory committee. They did amazing work. A lot of hours and gave us incredible guidance. And also my staff, Joe Zehnder, Troy Doss, Melissa Hamblin, Mark Nicholas, Stephanie, Diane, Karl, and Jona from the mayor's office. Each of you played a part in developing the plan. So thank you.

Troy Doss: Good afternoon, Mayor, Council. I'm going to give you a quick overview. I think we've heard it, so I'll do it briefly. Central City 2035 concept plan is part of a larger effort. So it's really to update the 1988 plan. So we're going to be replacing the policies, the urban design direction that originated from that plan, update the district plans that have come along since then and start to develop new implementation strategies -- zoning tools, it could even go into things like urban renewal plans or other capital projects. It's a plan that is hopefully going to help guide us for the next 20-plus years in making -- in terms of making decision making and investments. It's an outgrowth of the comprehensive plan, so it will be adopted as part of the comprehensive plan's overall strategy policies and will lead again implementation efforts. But it's an outgrowth of the strategic level planning that came out of the Portland plan and as you can see below it's an effort that started about two years ago and will continue for about another two years, maybe three, as we go through the subsequent quadrant plans here. So in terms of how we develop the plan, we really did this in two phases. First we had a goal setting and issue identification phase where we had an advisory group, met for about a year, 13 different symposiums on very specific issues. Housing, transportation, Willamette River, urban design, historic preservation. And really dug in with a group of experts on each issue. Tried to identify the full range of things we wanted, at least to consider addressing as we developed the new plan. Next phase came is concept plan development. That's where we engaged the steering committee, took all that raw material from the prior phase and started to distill that down into the concept you have before you as well as the policy framework. The starting point for this conversation was the 1972 plan. It served us well, it continues to serve us. What came out of this plan is a big move such as the transit mall, implementation of things not yet named, but places that became Pioneer Courthouse Square, Tom McCall Waterfront Park, a look at restoring the retail corridor, brought in ample parking, ensuring there was good accessibility coming into the city and looking at preservation of affordable housing that was starting to bleed away from the central city, and increasing that supply as well as the overall supply of market rate housing in the central city. In '88 they come back and look at how does this translate to areas beyond that core. So the areas north of Burnside, looking at places we refer to as Old Town, Chinatown and the Pearl. And looking at how those functions that felt like the central city on the east side of the river started

October 24, 2012

to become incorporated into the downtown, the center of the region. So looking at central east side, the role of mlk grand corridor, lloyd center, the rose garden, and the lower albina industrial area. Lots of big moves also coming from that, the emphasis on livability as an economic development strategy, which has been pretty beneficial through the flows we've had over the years in the economy in Portland. We haven't gained as much jobs as we wanted to, but we've been able to maintain and create a resilient environment. Housing was a big move, originally 5,000 housing units, we've accomplished development of over 15,000 in that period. And over 50% of that in the rental market is actually affordable, people making less than 60% of median family income. So there's been big moves that have occurred. And this was really all became a Response from a time when -- which is worth remembering, in the 1950s just after the war, downtown was still a pretty vibrant center. Ground floor retail, a lot of people living here. And then as -- which happened in most other american cities. You started seeing this flight from the urban center for the dream of the suburbs. With that came housing, with that went jobs and retail vitality. And some of the urban form of the city, was being demolished so we could make room for the automobile and the downtown was transitioning to a daytime-only employment center. The '72 plan and '88 plan were trying to bring back people into the urban core, preserve the fabric we had and rebuild. Retool. So as a result of that today we have about 35,000 people living downtown, about 23,000 housing units. So the policy direction that the steering committee and advisory group started was, how do we look at enhancing the urban development of the central city, its role in providing housing, and as well as community development, how do we broaden our transportation system, enhance public safety and enhance the role of the river and other key functions for the central city. That translated over to this new policy framework. The first identifier of the whole framework for the steering committee was to establish a strategic direction that really built on what is the role of the Central city as a center for innovation and exchange? And what the steering committee had to say about that, I think you'll hear more about that later in testimony, this is a very unique place in the fabric of the region. It is the only place where you have the zone capacity, the density of uses, the mix of uses, where you start to see the ability for businesses and higher education and people in general to meet, exchange ideas, and to really create something special here that really can't be created in any other town center around the area. That does set us uniquely aside as a place we can do significant job and housing growth. So we do have the ability to accommodate about 32% of the city's growth of our next 25 years in terms of jobs and about 20% of the housing. Out of that thinking emerged the five areas of policy development. First one is regional center and innovation. And it looks at what's the city's role of -- central city's role as a unique center for accommodating this growth and density of uses, and synergy. How do we connect with the universities, the universities with businesses, how do we connect that with our citizenry. How do we take all of those advantages and make it a more competitive city center as compared to other west coast markets. One of the big keys here, livability, people come here all the time to look at how we've done it. That is what sets us unique from other city centers around the west coast. Very highly attractive place for businesses to want to locate because the amenities are there are attractive to the employee and people who might want to live there. So livability is a key function, and multimodal transportation system is highly valued by others. You look at the -- beyond rail connection was light rail, you have streetcar, bike-ped connection and automobile capacity. Next, the policy area looks at housing and neighborhoods. The '88 plan looked at housing and trying to people to live in the central city but didn't look at community development. A new approach is a series of goals and policies that talk about how do we bring in broader diversity of housing supply, right now about 80% of the housing downtown consists of one bedroom and studio apartments. That's not a good long-term solution when we start seeing the growth of families with student. A growing student and senior population. We need to diversify the housing stock, bring in central services that are important to people who want to live here. Access to schools, parks with playgrounds, community centers. Other services

October 24, 2012

and amenities that serve people of all ages, abilities, and incomes. Also continuing our efforts, working on human services, and people at risk populations. Next is taking a slightly Different approach to the willamette river than in '88. I think this is the -- this is an outgrowth of the river renaissance practice says, but the '88 plan looked at the receiver front as an urban design amenity. However, it could be used better to improve the environmental health. Looking for opportunities for habitat restoration along the bank of the willamette, look nothing areas where we can start to bring in commercial uses that maybe aren't there that might help to activate it. Just looking at how we can generally start to turn the form towards the river. The other is continuing our efforts towards human health -- river health and habitat. And one thing we heard a lot through this process is the ability to actually start to use the willamette as a recreational resource. How do I get my feet into the water, how do I get down to the water to observe or row, or to do anything. Right now it's kind of a barrier to a lot of people. We don't have a good area for people to access it by docks or beach or any other type of common function. Next is looking at the urban design component to it. This is built on what we've done in the past, but looks at the river as primary form giving element of the central city. How do we turn the urban form towards, not away from the river. How do we start to enhance the Districts we've seen emerge as well as consider that are due to emerge here. Lloyd district, old town-china town, goose hollow. And how do we use the public realm to provide a broad arrange of use and -- to the citizens of Portland. Right now about 45% of the landscape of the central city is actually in public right of way. There's certainly can be other ways to use it beyond transportation alone, and a way to accommodate both transportation and mix of uses as it creates a more vibrant area. Lastly, our last policy looked at health in the environment in a different way. Historically it's been more about storm water and shed management. They looked at the central city as living laboratory, demonstrating how an urban center could be created to accommodate both watershed health but also human health, beyond just green buildings looking at development of green districts, even beyond the concepts of ecodistricts program, looking at how you can transform the entire central city into a connected system if you will. Next, supporting this is the urban design concept that emerged. What you see here is again looking at the river as a central city, this first diagram here on the right-hand side is more of a system diagram. It looks at the main components. A major river running through it, two sides of the city facing It, at least intending to face it, then you have the system that's emerged over the last 25 years, before you really came to the central city through an east-west orientation, but now beyond the freeway loop we have improvements such as the east bank esplanade and the river loop around tom mccall. A considerable amount of new bike and pedestrian infrastructure that's emerged, as well as the new streetcar loop that will be closing soon when the new light rail bridge is completed in south waterfront. So you have a new way the central city starts to sick late. And off that we expect to see growth, because we have tremendous areas of potential growth as demonstrated on the diagram to the left. Areas in the north pearl, the rose quarter, lloyd district, goose hollow, the university district, and areas in south waterfront and south end -- great. South end of the central east side. And these are as we think, really have a tremendous ability for future growth and probably areas you'll see the most growth in the next 25 years. In part because of the new infrastructure being developed and part because of the -- this full potential hasn't been realized. Here we go again. So just to walk you through this real quickly, this diagram illustrates where we -- how we see the city starting to transform over the next 25 plus Years. And most of these buildings in yellow would be new development or some development that's currently exists. Mostly new development. And so what you start to see is the concept of creating a central river, trying to turn the city more towards the river as opposed to away from it. We don't really turn our back on the river, but what we do is tend to face the other direction. Most of our orientation is north-south, it's not east-west. So one of the next steps you would want to pursue is how do you orient people closer to the river itself. And to the region beyond. So we

October 24, 2012

would look at how do you use unique districts outside the city center and connect with districts inside the city center as well as the river itself.

Adams: Is that a new canal around the river or is that a boundary?

Doss: I'm going to come to that.

Adams: Ok. That snuck by me.

Doss: You'll see it in a minute. Then the next move is establishing an eastside center and a new hub on the -- for the central city on the east side. We've had the potential there, we've put a lot of investment into the lloyd area for a long time. Its best years are ahead of it but now we have a plan that establishes that area as mixed use neighborhood, characterized by residential as well as commercial development, vibrant retail, and a higher -- hierarchy of streets That better move you through and to the district. Building on that loop concept, take a look at the southern book end, an area that is commonly referred to as the innovation district. How do we start to make the connections with the light rail bridge that really unites the growth of south waterfront with the growth of psu and the entrepreneurial strength that's starting to emerge in the central east side. On the north end, we're starting to see there's another similar book end, potential for one, with the growth of development along the Broadway corridor, and the rose quarter, as well as properties on the west side of the river, the properties in the pearl district and hoyt street properties, the riverfront or the post office itself. Lastly is this concept of a new loop that would actually be a loop designed to build and complement the existing infrastructure that is there. It's -- the idea for this is to create a more safe and the calm way for pedestrian and cyclists to get around, trying to attract that cyclist right now that we haven't been able to capture in terms of concerns but caution, they want to be able to share in this infrastructure as well, but currently they're a little afraid to be in traffic. Maybe we can find some ways to connect to the larger rail and bike-ped system. All of these moves are intended in the end to really start to create the center that we've talked about. The center of innovation and Exchange, a place where the universities are connected with the other institutions in the city, and broader business growth. And really something that we think will benefit the region as a whole. So the requested action here is to have council adopt by resolution the concept plan and direct staff to proceed with the remaining phases of central city 2035. The next of which would be the west side quadrant plan, proposed to start in January.

Anderson: The way this works is that we'll adopt -- you'll adopt each one of the concept plan, each one of the quadrants, and then we'll come back with an ordinance at the end to adopt the whole package at once. And that will be about two years from now.

Adams: Why don't we go ahead and do the next resolution and then have testimony I'm sorry, that's a time certain. Do we have folks --

Anderson: We have two people invited here to provide --

Adams: How many people have signed up --

Saltzman: Quick question, troy. So was it a misquote when "the Oregonian" said beaverton has a higher population density than Portland?

Doss: It's not. I guess it's not.

Adams: It's not a misquote? It is true?

Saltzman: It's true.

Anderson: We'll get back to you --

Saltzman: It sounds like some of our testifiers can answer that question.

*****: [inaudible]

Adams: Oh so forest park would count against --

Saltzman: So forest park counts. Ok.

*****: [inaudible]

Saltzman: So is beaverton. I was scratching my head when I saw that. I figured I'd have my chance -- .

October 24, 2012

Adams: Could we have our esteemed guest come up.

Fritz: Could I just ask a question first? We got a letter from Wendy Rohm and her -- with a couple of suggestions. One of which was to keep the name of the district the West End. In the central city concept plan.

Doss: I don't believe we have changed the names of any districts at this point. And actually the currently to be technical it is a subarea of the downtown districts --

Fritz: She says it's not referenced in the document and I just read this so I haven't double-checked.

Doss: We haven't referenced the Pearl or anything like that either. We left it at its very most generic state looking at the entire central city as opposed to the individual district. We do intend to do that on the quadrant plan, and that might be a good point, to identify the West End as its own unique district.

Adams: The fact it's not mentioned does not mean it's no longer --

Doss: It does not mean that. It's still a regulatory district today and will continue to be. So until some change might be made.

Fritz: That brings me to my question, which is what about plans like the West End plan and others? What's the relationship between those already adopted plans and this concept plan, and what would be adopted moving forward?

Doss: The quadrant plan -- the quadrant plan, we'll have to readdress those issues, is that still the directions we want to go, are there things we could do to make those better? So I don't think there's any -- look at any broad changes, the West End is pretty successful district. There might be some complexity in terms of how it's implemented right now. There could be ways to retool that. I wouldn't say it goes away. And maybe it becomes identified as its own district, because it's really a regulatory subarea of the downtown district. Or the -- so a better example might be if you look at the River District, we really have a distinct Pearl District and a District Old Town. Maybe those should be two different districts that emerge out of their current River District. Because people don't recognize the River District other than I think us wonks, quite honestly.

Fritz: Usually when we've done in the past, whenever we've adopted something like the West End plan or something else, it's been added to the comprehensive plan that was adopted in 1980.

Doss: That would happen at the quadrant level plan and subsequent amendments to the comp plan.

Fritz: May I finish my question?

Doss: Yeah.

Fritz: Thank you. So is the intent of this to be a complete rewrite, so that anything that's not in the new comprehensive plan will not then be adopted -- will not be considered as part of the comprehensive plan of the city?

Joe Zehnder: If I could answer that, Commissioner. The intent, what we're doing in the comprehensive plan is to create a new comprehensive plan. But bringing in all of those pieces that we've adopted in the past through various sort of subarea plans, but looking at them more generally about how they apply to the whole city. In the central city, for instance. When you look at our subdistrict plans, there really kind of were in part local planning, but part just because this was the time when there were growth pressures or issues over there that we had to deal with, so you drew a boundary around it and created new regulations or a plan. One of the issues with the plan today in the central city is that we've done that so many times, the districts are inconsistent, and it's not getting us the best result. So what we would do in the central city plan, what we've been doing in the quadrant plans is pulling up, pulling into the new work the good ideas that were in that plan, the community is with us in developing them, so what they wanted to accomplish will be reasserted in this new plan, and if any evolution in that thinking would be reflected in it. Whether or not we still need to draw a boundary, have special rules for it will determine once we get a plan and know what

October 24, 2012

the best way to put that plan into effect is. We may not need a separate district, we may just have rules that take care of it independent of that.

Fritz: Thank you. So citizens who participated in the adoption of those other plans that were then incorporated into the comprehensive plan, should be monitoring this process and making sure the essential elements they feel are still pertinent get into the new plan.

Zehnder: Absolutely. And the way we set up the process will bring those folks in as well.

Fritz: Thank you.

Adams: At the very end after you lack at each quadrant, there will be the council in the future will have the opportunity for fit and finish. They'll come in by resolution then at the end they're not adopted by ordinance.

Anderson: Until it's all done. I'm sure we'll learn something when we get down to central eastside that's going to affect what we did in northeast, a year and a half earlier. So we want to be able to come back around.

Fritz: Thank you. I just wanted to be clear on the big framework of the whole process. Even though we were starting in on this one. I think it's a very good way to figure out and illustrate how we're going to go about it. But I wanted to make sure everybody watching at home understands the long haul we're in for. Thank you.

Adams: Now our special guests. Anyone else wish to testify on this? Welcome. Thank you for your service, your leadership.

Michele Rudd, Vice Chair, Portland Planning and Sustainability Commission: Thank you. I'm michelle rudd, vice chair of the planning and sustainability commission and one of the cochairs for the central city 2035 effort.

Ethan Seltzer: Ethan seltzer, I was a member of the committee here representing chet orloff who couldn't be here this afternoon.

Rudd: I guess I will start out then. From the perspective of someone who's been on the planning sustainability commission and having just gone through the Portland plan process, it was key to me going through the 2035 process, and as a commissioner later reviewing it, that the plan actually get incorporated into the effort that we're doing here. It's sort of our first ability to see how do we actually implement those objects in a specific geography. One of the things I think worked well with the committee was the community's commitment to looking at what the unique assets are of the central city and how we can leverage off of those to serve the city as a whole. So we recognize this is an economic engine for the region, for the city, it's a resource that there are investments we can make here that will assist the city as a whole. In terms of trying to promote healthy educated use we've got great resources with psu, omsi, ohsu, and we're making investment and we'll continue to make investments that link those more effectively. And encouraging things like incubators and the economic development, that comes from that. One of the things i've noticed as i've started the touring new business and general operating spaces is this move toward more collaborations, more spaces that are open, less walls. And I think part of what this plan is trying to do is do that on a city level, which is exciting. The idea you've got a situation where people will come together, where they will exchange ideas, and promote in the city as a whole what we're seeing happening within companies themselves as people try and bring down the silos and work together more effectively. That's my initial comments on it.

Seltzer: I would add that Portland's got an international reputation as being a great place for people. And I think in every way we are striving to be a better place for people. I think a lot of our efforts, our directive that way, people come here to see how we're doing, that what we've accomplished. The 1972 downtown plan was an incredible statement on behalf of creating a human scale people center downtown at a time when downtowns across the country were abandoning that and trying to compete with the suburbs by being automobile scaled, kind of replicas of the environments that were appearing on the margins of cities all over the country. Today we're in a

October 24, 2012

really wonderful position in a sense in that we have a great downtown, but at the same time we've got more work to do to try and see what we can do to advance that Notion that this really is a place for people. As Jan Jacobs said "a good city is place where people feel safe among strangers" because in cities often you don't know all the people around you, but if you feel safe, you'll interact, if you'll interact you'll engage and come up with the next generation of ideas that will make this place even better. What we've tried in central city 2035 is really keep the focus on that notion of engagement and innovation, and exchange. And downtown is being a very unique environment in the entire region, if not the entire Pacific Northwest for that to happen. So it's a very exciting moment for us I think, because these are powerful ideas. And Portland's got a track record of being able to make good on them.

Adams: Thank you both very much for your service. Appreciate it.

Rudd: I will put into the record planning commission's letter of recommendation in support for the plan.

Adams: Great.

*******:** Thanks.

Adams: Thank you very much. No other discussion or council --

Moore: The amendment?

Adams: I would like to --

*******:** [inaudible]

Adams: I keep asking does anyone want to testify.

Moore: We have two people signed up. Did you want to do the amendment first?

Adams: I'd like to move the amendment.

Fritz: Second.

Adams: Everyone has seen the amendment I believe. Moved and seconded. Discussion on council? Please call the vote.

Leonard: Aye.

Fritz: This amendment is at my request and I greatly appreciate it being added. It states that the proposed framework includes the principle of stepping down building heights to the river originally stated in the central city plan. And that it was resolved at the urban design principle, that calls for stepping down heights of the river will remain in effect unless a citywide public involvement process occurs. That calls out specific changes to address how and why exceptions to this rule should occur. I know that professor Seltzer will remember a vigorous discussion about this on the planning commission when he and I were both serving, so I appreciate this amendment being made.
Aye.

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

Adams: Aye. Hi. Welcome. Michael. Welcome back. Go ahead.

Michael Zckoych: I would first -- I am Michael, I have been a businessman in Portland for 36 years, and in the central east side for 30 years. And I serve on the board of the central east side industrial council as well as delegate to venture Portland organization. I also am a realtor and a contractor in the state of Oregon. I have come to ask you to adopt or to include our central eastside industrial council's letter to the council to the mayor, and including the council on October 24th, 2012, where we outlined our support and our particular interest in certain areas of the plan, which include policy five, the maintaining of industrial sanctuaries in the central city industrial districts, as an employment district, and as well as the Willamette River piece, which became a very prominent part of the development in the concept plan by allowing commercial and tourist access to the river. And I would just like to stress the importance of the manufacturing and the industrial arts jobs that have been overlooked over the last couple decades in terms of not realizing their importance and sending them overseas. What we found is that the engineering jobs that we thought would stay here are following them overseas as well. And the reinstatement of an importance being placed on

October 24, 2012

these manufacturing and industrial arts jobs and the inclusion of them into the central east side and the other areas of the central city, were appropriate. So that we may build a home for the artists in industry and manufacturing, amongst the population that we have already been focusing on bringing into the downtown area. It's important to create family housing in the city, and to support the recognition of that end because of the scarcity of industrial land in the city, multilevel industrial manufacturing use is a perfect theme for the central east side, and we believe that the people who are involved in the manufacturing and industrial arts and we have always held this vision, held on to it tightly and kept it alive in the city, so that we can now illustrate the importance of these jobs and this type of culture being included into the inner city culture ask making manufacturing and industrial arts a part of an urban fabric. So that we attain a balanced view of life and the inner workings of the importance of these facets of our intelligence. Also i'd like to thank you for including a business representative into the steering committee. If you look at the people on the page, you'll see that there are very few of us there, and it's good to see you including us in the process. And we are very much in favor of adopting the central city plan, and looking forward to moving on to the southeast quadrant planning process.

Adams: Thank you, sir. Thanks for your service. Go ahead, ma'am.

Crystal Elinski: Hello, my name is crystal, and I represent 1000 people. I am -- 10,000 people. I am glad to be here with my representatives and follow this plan. I would like to say first that I am disappointed about the lack of diversity and inclusion. Not so much in the natural processes that i've seen, i've been living 22 years in Portland, and a lot of those years in the inner city. Also as a homeless person, gave me a very interesting perspective. And so as far as diversity inclusion is concerned, I think that we -- that the focus that I see being talked about for services, housing, the it's gone by the wayside. Even sustainability seems more like a catch phrase than anything. I've also heard this is about innovation, and it's comprehensive. But for me it seems like it's more of the same of Portland's history. There is a focus on real estate wheeling and dealing, Portland's business alliance, pdc, a lot of concentration on who's got control of what areas, and that tends when you're talking about collaboration, it tends to become one in the same. Whereas we forget about the history and the people that live here, and many of my friends that live here in last generations, and when I lived in north Portland, in elliot neighborhood, they're gone. Their businesses are gone, the people are gone. They've been pushed out by these great plans of Portland, with freeways and entertainment centers that I think that we're not the remembering what's important about this city. Not to forget the people that need help, we continue to ignore example the homeless situation. I also wanted to -- I wanted to discuss if lloyd center and the central east side. I think as far as feeling safe around here, a lot of people would say they don't come to Downtown anymore because they don't feel safe. And that's mostly because of the police presence and the private security presence. It's very harrowing. Another issue is transportation. I think we should remember, focus on transportation, we continue to lose more and more buses to the detriment of other parts of the city that maybe people do want to come here but they don't have access. Less and less access. People that would like to bypass this whole area in general to get to work or home, they actually have to go through downtown more and more. And it's a cluster [bleep] even with for people like me on bikes.

Adams: You're not allowed to use that language.

Elinski: I thought I was because of the military, world war ii phrases, I thought it was a common phrase. Ok. It's a boondangle, it's very difficult even on a bike to get through downtown. And so transportation also needs to be a focus as we continue on. Most people I talked to don't even know that these processes are happening, so if we --

Adams: Your time is up.

Elinski: -- the word out more, we might be able to remember these essential issues.

Adams: Thank you very much. Karla, please call the vote.

October 24, 2012

Leonard: It's just always very interesting to me to having lived here 60 years, listening to people who lament about what Portland was like 20, 30, or 40 years ago. I remember about 10 years ago I was running for the council, and I went down to fund-raiser, dinner on, I think it was an aids -- a fund-raiser for raising aids awareness. And vera was there, and a number of other people. And I had never been to wieden & kennedy's new office, and I went to Portland state and I worked at blitz weinhard when I went to Portland state in the early '70s right where the spot where wieden & kennedy was. And I sat and unscrewed the bottle caps off beer bottles and -- for eight hours in the evening after attending classes during the day, left at night with a lot of other young men who were there, felt pretty secure, pretty dangerous area. We went to the place we lived downtown, not because it was a cool place to live, because downtown was the cheapest place to live. And as I was standing on this balcony remembering all of that and taking all that in, somebody who was from another place approached me and said, isn't this beautiful? And I said you have no idea. [laughter] where I do start? To explain the contrast in what was then 2002 and back to the '60s and the '70s and what downtown was like. And I won't bore you all with a boring history of what Portland was like other than to say it wouldn't be what it is like today without what was done under then mayor terry schrunk and the vision he had, and carried on by mayor goldschmidt and others to develop a downtown that you don't appreciate unless One of two things occurred. You were here during that era and have been able to be as fortunate as I am to see the great transformation the city has undertaken, or two, come from another place that lacks the kind of planning that Portland has, or have the ability to look at other places and then do a compare and contrast with Portland. Both of those strategies I have been fortunate enough to experience. So it's indeed a pleasure that -- and an honor I get to in one of my final acts update this plan I have come to admire so much in my adult life, and appreciate because it really does involve a lot more than planning, it involves hard decision making along the way, implements the plan that creates animosity, misunderstanding, confusion, and frustration and anger with people who live here. But that is part and parcel of why these kinds of plans are so hard to adopt, and then to implement, which in the long run makes people such as myself appreciate so much what they are and why they are. Aye.

Fritz: Thank you to all the community members who participated in this, and indeed to the planning staff who have led it. Susan Anders, Joe Zehnder and Terry doss, troy doss sorry. Thank you for your work on this. It's really important, and it's a delight to have this come right at this time, reminds me why I love being on the council, why I so much enjoy being on the planning commission. It's hard to explain to folks How people on the planning and sustainability commission spend so much time and why they spend so much time taking public input, and incorporating it into a document like this. And we need to do the study, we need to do the outreach, and we need to get the plans adopted and put in implementation strategies. And you have to do each step at a time. We spent a lot of time on the Portland plan and got that adopted, and it's something we can all be proud of. This is the next step, and I understand the final product won't be adopted until 2015, and I look forward to being on this dais at that time. It seems like a long time away, but it really isn't when you're looking at planning for the whole city for 20, 30, 40 years to come. Particularly want to recognize Kevin Kilduff in the office of healthy working rivers and recognize the partnership between the bureau of planning and sustainability and all of the other bureaus in putting this plan together. Very proud of the work that we are continually referring to looking to the river as our front yard rather than our back yard, and looking at how do we enhance views and enhance the use of the river for pedestrians, bicyclists, for all modes of travel, and create the built environment that encourages that feeling of safety by the river and the encouraging of people to get to the river now that it's clean and will become even cleaner. I thank tom bizeau and my staff, my chief of staff. Its truly delightful for tom and me to have a planning project coming at this particular time to focus our attention on and to be able to support and then again I appreciate the willingness to accept the amendment and the mayor's leadership on this, that this is how a citizen process

October 24, 2012

should work. That you do a huge amount of work in the community, you listen, you incorporate the feedback, the planning commission then takes a lot of testimony and gets it to 90 or 95% or in this case it seems like 99.9% and there should always be an opportunity for tweaks at the end or indeed for complete revisions if that's called for. It's good to hear both in testimony today and in the input that I got from citizens that indeed we're at the tweak stage rather than the go back to square one. Thank you so much for everybody for participating in this plan. I'm very proud to vote aye.

Fish: First I want to say I appreciated commissioner Leonard's comments. He has 44 years on me in terms of continuous living in this great region. But reminds me of I spent too much of my adult life in airports like newark and kennedy and other places. It's like when people tell me, I wish the Portland airport was better. It's like, well, compared to what? [laughter] maybe you don't travel, but if you travel, you say thank god for the Portland international airport. I had lunch the other day with dean nohad toulan. We were catching up, and I was reminded that so much of what we celebrate in this community is a result of people that had a vision and stuck to it. And I mean, he was -- he was regaling me with a story when he used to have a little office off Broadway, in a three-story building, but he came here from another city with a vision for how to create something special at Portland state. And it took him almost 30 years. But today we have the urban center. And the new building to the south, and we have a Portland state that's on the rise. So we celebrate that vision, and then the tenacity to make it happen. You think about the people that said we're not going to settle for a surface parking lot and created Portland's living room. Or folks who said tear down that drive and put a park in. I'm delighted tom mccall waterfront park was named one of the great public spaces in america. People that said, yes, there's a question of a barrier to i-5, but we can work around that and create a great park and call it -- name it after vera katz. Folks that did look at the industrial district to our north and say it's a wasteland, we can't transform it, but said let's have a vision and now it's the river district and the pearl district. On and on. And as someone who has lived in a good number of cities, what I have come to appreciate about Portland is that -- is the number of citizens that had clear visions and then had the fortitude to stick with their gut opinion and carry it forward. Frankly, one of the things I think we have to resist going forward is the temptation as lot of other cities have had, which is let's see what other cities have take it off the shelf and replicate it. And I for one would hate to see us become like every other it is the. But there are lots of voices in our community saying every other city has abcde so should we. What I think is special about Portland is we resisted that. And we said, what's special and unique and organic to our community not what is expected in cities across the country. And I think that has made us unique. I appreciate all the work that's gone into this plan, and I appreciate the concept plan, and as I have the good fortune of continuing on council, and I hope to continue to lead the parks and housing bureaus will be at the table with everyone actually implementing the concept plan. And i'm very excited about that. I want to thank mayor Adams who has been passionate about this work for his entire four years, and susan and joe, and steve, and sally, troy, carl, and the whole project team. I want to think andre and all of the planning sustainability commission members who worked so hard, and I also want to thank the steering committee and advisory group in particular chet and michelle for your great service to our community. And i'm very pleased to vote aye.

Saltzman: I'm very proud to be on this council when we adopt an updated -- the new vision for central city. And I just want to say that I appreciate all the work the planning commission, our planning and sustainability staff, mayor Adams, for his leadership on this. And I think there's a lot of good stuff in here. I guess -- I too grew up in the Portland -- commissioner Leonard speaks of, and I know the central city is a more vibrant and exciting area and people come from all over the country to live here now, but I am still concerned that maybe our concept plan isn't planful enough about employment opportunities. We're not doing good enough in that regard. And we need to continue to figure out ways -- maybe it's not stuff you can really address in the concept plan like it

October 24, 2012

is easy to address stepping down to the river, visions for pedestrian, bicycle plans, loops and things like that. Those are the visionary stuff, but if we don't maintain a strong cornerstone, or regain a strong cornerstone of jobs in our central city, it's fundamental to the billions of dollars we've invested in transit, it's fundamental to sort of a life form of this urban area. But I still feel that there's got to be a way we can be more planful about good job growth. Not only in the central city, but really throughout the city, because maybe it's just the Perspective i'm sitting from through my own family experiences and all that, but I see too many people unable to find work in Portland. And they're going elsewhere. San Francisco may be stagnant job growth, but there's more job growth going on there than there is in Portland right now. Ditto for Seattle. Ditto for Denver. So we've got to figure out -- we've got to figure that out too. It's so important, you can't enjoy the quality of life unless you have a good paying job, and I hate to -- i'm hoping i'm not sounding like a presidential campaign, but we've got to be more planful about employment growth in the central city, and in this region. And this is a good start, but I want to see more. So i'm pleased to support this and laud everybody for their work and i'm pleased to vote aye.

Adams: I want to thank the planning and sustainability commission, the planning and sustainability -- bureau of planning and sustainability staff, the project team, the steering committee, the advisory group, everyone who participated in the process for bringing this before us. The fact is that the challenges that we face as a city are too tough to rest on our laurels, and that's why I like the approach to simultaneously work on the 25-year strategy plan for the city, the Portland plan as we're also working on the concept plan for the central city and then also the quadrant Plan. And I think that doing those three overlapping has helped us to keep -- make sure they're integrated and what we've learned in one we've been able to apply during these overlapping time lines to another. The measures that the city operates under are tough. 12 measures. And one of them more than a third of them are about economic security, and they should be. And we get there by the prosperity, our four goals of prosperity, education, health, and equity. So you've done a great job, I think the process that's been set up doing quadrants by resolution and coming back and looking at the whole thing is the opportunity to -- for everyone in the city to participate, and I think it's a smart way to do it. I also want to thank Lisa Libby on my staff, Ray, and Jonah, for her work on -- their work on all this. I'm really pleased to vote aye. [gavel pounded] so approved. We have a 15-minute break.

At 3:00 p.m., Council recessed.

At 3:17 p.m., Council reconvened.

Adams: City Council will come back from recess. Karla, please read our 3:15 resolution time certain. Item number 1203.

Item 1203.

Adams: So we are not adopting this concept as an official concept of the city. We are not. We are not saying this is -- we're not opining on the priority of this effort one way or another. That is not the purpose of the resolution before us. The resolution before us is quite simple, as noted, lace out the history of this challenge, the east bank freeway, and the challenges that it poses for the central east side success in terms of lack of access and the barrier that the freeway acts as on the river. But what this does do is learn important lessons. One of which having sat on the advisory committee for the Sellwood bridge now for years, if there had been a reference document, which is what we're proposing this to be for decision makers who in the past permitted the condominiums from being built so close to the bridge you can almost reach out and touch them, and now we're paying a high price and disrupting people's lives to shave off some of those condos so that we can rebuild the bridge there. That's a negative reference that I want to avoid in the -- for the Stu Inman in the future. A positive reference of thinking ahead is really what -- when the county did the permitting work for I-205, and it was the county and ODOT that put in a series of tunnels and set aside land on I-205

October 24, 2012

for what they envisioned in the future would be bus rapid transit to go to the airport. The fact they did that is the only reason we could afford to do the light rail to the airport. As if we had to go back and dig things or bridge over i-205 on the way to the airport, it would have -- having work order that project it never would have -- this is a reference document. The resolution today arc Knowledge it and simply asks staff into the future that as things come in for development, requested development, that they reference back to this and just provide council with their opinion whether or not a particular development might make this harder or easier or have no impact on it at all. The other reason this is before us is because I made a promise as a candidate for council. When I was in front of the central east side industrial council, and I was in front of hosford abernathy, brooklyn, and other neighborhoods that said the uncertainty of where a freeway might go through the central eastside really puts off some people from making investments in their buildings. You're going to invest in your building and it will be ripped down in the next 20 years to make way for a big dig or something, but that uncertainty in the central eastside is something they asked me as a candidate to simply choose a path so we know where there is disruption, where the path will go, and where there's not and let us get on with our lives of building and rebuilding our part of town. So i'm -- having said all that, i'm very impressed with what staff came up with. This is -- it's had really positive reviews by folks that have looked at it. In the central eastside, i've been to their meetings twice to talk about it. And as you will -- as joe and steve and the team, susan and the team, claudio, walked through it, you'll see how this Really does connect the rose quarter to the central east side. The reason we're doing it now is we're moving from consideration of the noter- the northeast quadrant, we're now going to be going to the southeast quadrant. So this is part of that. It was before the steering committee for the concept plan, we got very good feedback there. Thank you for giving me the chance for a little introduction, and i'll turn it over to our planning director, joe.

Joe Zehnder: Thank you, mayor. Commissioners. I'm just briefly going to explain what's in the concept plan. You all have copies of it. It's also posted on our website, so given it's a long, big document, people can zoom in and take a closer look at home. But the gist of the project is that we use the engineering studies that were planning level engineering studies completed in the previous work done on the freeway loop, most recently 2003 with the freeway loop study formed by mayor katz and chaired by dean, and --

Adams: Whose letter is in your document.

Zehnder: Right. And did a quick analysis with an engineering team of ch2m hill, some of -- just to explore what it would take to do an alignment like this where the freeway is replaced along roughly where the freeway is now. And what we came up with looked at the grades, it looked at maintaining access from the i-5 and 84 to the central city, it looked at trying time prove access to the freeway from the central east side, it looked at finding ways to reclaim waterfront land for future purposes, be they development or open space. So its design parameters were that. What we came up with is an approach that replaces the full length of the freeway from the marquam bridge to just roughly north of Broadway in the northeast quadrant, in a tunnel, a cut and fill tunnel for most of it where it's just a trench where you've capped it. And couple that with an extended and improved water avenue that runs not just through the central east side like it does today, but we believe that there is the ability to extend it all the way over into the northeast squad rant as well. So you get a surface street connection and the freeway connection. So let me drill down into more detail. Starting on the south, so marquam bridge is connected to the replacement east bank freeway with a new sort of ramp down to water avenue. And this is planning level preconceptual is what the designers called it. But it shows that schematically how a connection works. You can see right he hawthorne bridge is the idea that the load has come down enough off the bridge that it's starting to go into the cut and fill tunnel. As you move south, you are in the tunnel, all along that section between hawthorne and morrison, and here with the odot Lots, with the replacement, with the land that would be created underneath the freeway and with the existing esplanade, is the big opportunity

October 24, 2012

of the central eastside to reclaim land for public and development purposes and I believe it's 550,000 square feet, if i'm reading this off the slide correctly. It's a big new piece of downtown central city Portland that could be created.

Fritz: Could you just stop there and tell me where the southbound -- you're to be eliminating getting onto the morrison bridge?

Zehnder: I'll do that next commissioner.

Fritz: I'm sorry.

Zehnder: That's a good question. What we've done here is taken the ramps -- if we were to leave the morrison bridge ramps that the -- the way they are now, the net impact of that would be to eat up a lot of the area that we'd have to replace them in a way that would eat up a lot of this area we're trying to reclaim. So access to the morrison bridge was replaced off -- with access directly down to this new water avenue. If see those streets and connections there. And we replace connection on to the freeway by extending the new the ramp connection into the tunnel off southeast stark, so from the central east side you have direct sort of southern heading south access into the replacement freeway. And then between the morrison and burnside bridge, once again, the freeway is in the cut and fill tunnel, you have the new sort of connection into the Freeway from stark, another area where open space at least along the waterfront is reclaimed, it's not such a big piece of land because of the freeway eats up so much of the alignment anyway. And then between the burnside bridge and getting over into northeast quadrant, basically the freeway itself remains a tunnel, however the technology to create the tunnel here, the engineers felt would probably be a bored tunnel for that section to get under the freight lines, and because of the grades, rather than a cut and fill tunnel that needs to go a little deeper here, you can see the i-84 ramps are still there, and connecting coming out, we've created a new direct connection heading northbound t. Westbound off i-84 on this new water avenue, so there's a new way to access the central eastside. And then heading to the north again, basically the freeway up to about where flint avenue is today, stays in the tunnel and comes out of just north of Broadway, and what you're going to see tomorrow in the discussion of the northeast quadrant improvements, basically this alignment at least, this notion about the ramps on and off are the same ones that are showing up in that plan for the safety improvements for the freeway through the rose quarter. So that's the approach. What we think we've shown is that conceptually there may be a way to do this, and that at least the grade and sort of some of the bigger barriers seem addressable. However there's a long list of questions here that engineers have identified that further study of this would require examination of.

Fish: If I could, one question. I see in the -- to the south you've created -- you've put purple lines to show redevelopment sites, and that's clear. How did you determine the redevelopment site in the rose quarter?

Zehnder: What you'll see tomorrow on the northeast quadrant plan, the net effect of this in the rose quarter there would be that you'd have a surface street. So that you're basically capping over what's the trench today for the i-5 freeway, commissioner, and so the notion is, ok, if you capped over it, can you develop on top of the cap? And you'll see actually some initial thinking on that tomorrow with the northeast quadrant plan.

Fish: For example, is that -- to the west -- western most parcel in the rose quarter looks to be the madrona --

Zehnder: That's not intended. That's -- that should not be a redevelopment site. That's the madrona. No absolutely. The only sites -- you'll see this tomorrow, commissioner, the only sites that are even being discussed are the ones that sort of gain some land because they're on the freeway.

Fish: That makes sense.

Zehnder: We've been very protective of matrona in the northeast quadrant plan.

Fish: Ok. Thank you.

October 24, 2012

Adams: Let's get -- anyone Want to testify on this matter and then we'll have more council discussion.

Moore: We have two people.

Adams: That sir is a very historic architectural jewel sir. He's giving me a bad time. Hi welcome. Go ahead michale.

Peter Finley Fry: My name is peter finley fry. I am on the board central eastside industrial council and I'm vice chair of the land use committee. I'm here on my own behalf. I have lived with the freeway since I first came to portland. As the mayor will know and I wanted to come down here to say that I think it's a very intelligent idea to do this now. And I think that its intelligent to do it for two basic reasons. One is the freeway is like the third rail in portland, it ends up always distracting us from other critical issues. And we have some huge ones now like cleaning the river, environmental restoration, building our transit, dressing the economic challenges and homelessness. And so by putting this to bed so to speak, we can focus on things that I consider more real and more relevant right now. The second is I have slightly disagree with my colleague. The technology around boring is rapidly evolving and in fact portland is one of the pioneers of this with a big dig. And seattle is now going to bore the alaska way, and in l.a., I believe they bored a railroad line, so engineers and contractors, as evidence by this week's daily journal of commerce, believe that kind of this is the path for everything from sewer lines to freeways to rail lines. And actually, the cost is dropping rapidly, plus the other benefit of boring is that it does not disrupt the service use, so you can go through and under. And that's evidenced by the big dig on the east side, which caused virtually no damage to the activities of the central east side. Thank you.

Adams: Thank you very much. It's good to see you. Michael, welcome back.

Michael Zckoych: Michael, from the beef and sausage company and the central east side industrial council. I am here to speak up for the council, in that we haven't had a meeting or a chance to formulate a board position on this matter. And that as a member of the board, and hearing many of the discussions around this, this plan, I would, at least, ask the council and the bps to keep us in the loop, and well, more than that, to make us an active part of the development of this freeway section. And so that we can, we can put our two cents in about access and, and the particularities that we are involved with. Every day of the week down on the central east side. I think that we can be a great partner in this, in this process. And so, my understanding is that you are voting on whether or not to proceed with the planning process, or let me get this clear about the resolution.

Adams: The resolution is, it's a new approach. So the resolution just acknowledges the existence of this concept. And, and that when the development comes in, or other plans are made, that this is simply referenced. It's not -- it does not have standing as the official priority. It does not make it a priority for the city. It does not say it's -- we're going to do it. It just says, because we learned the lesson on some other projects, like the sellwood bridge, that planning when individual projects come in or big projects come in it has to look at this.

Zckoych: So that any, any development of the odot blocks along water avenue would have to take into consideration the future, potential of this freeway section going in, and in other words, in terms of driving, pilings into the ground, and so forth.

Adams: And again for folks on the central eastside, they want to know that the city is looking at this, even if it's not official. But the city is looking at this for the alignment, and not, and that the, discussions won't wander through the east side of where it could go in the future.

Zckoych: But I also understand from the document that you are putting the actual moving forward on this development back after the 2035 plan time line. Which means --

Adams: Future decision makers will decide what, whether this becomes a priority or not, as we move from the northeast quadrant to the southeast quadrant. Your part of town. It's important to me that we get this out there now so that you can plan the rest of the district with some security, that the city is either going to, in my opinion, is, the city chooses this alignment to take of the freeway,

October 24, 2012

and all the access issues, the rest of the district doesn't have to worry about the freeway marching through the middle of it.

Zckoych: Ok. I see, so we're localizing the area, and not saying it's going to go down 7th or to go down 12th. Other areas, so at least we have that certainty.

Adams: Exactly.

Zckoych: But in terms of this area we still remain uncertain, correct? It may not move forward in the future, or it may.

Adams: Absolutely, you are right. This is, the council is not passing judgment on -- I will tell you this, in the next 50 years odot will have to do something about the marquam bridge. It's getting to that age. It has a similar design of a bridge that collapsed in minneapolis. It's just -- they are going to have to do something about it.

Zckoych: And as a council I can tell you that we at least appreciate the minimizing of the effect of the uncertainty.

Adams: High praise indeed. Thank you both very much.

Zckoych: Thank you.

Fritz: I am concerned, though, that there hasn't been any public outreach on this concept.

Adams: There has been. I've been to the central east side twice. Personally. So.

Fritz: So the public involvement statement needs to be amended. But if the central east side industrial council as a whole hasn't had a chance to sign up on this --

Zckoych: We haven't had any input into it. Although you have exposed to us, on a couple of occasions, we've been made aware of the plan, but we have not sat down and actually gone into work session with you on this.

Adams: And it's not that, again, this is to narrow the uncertainty.

Zckoych: Correct.

Adams: That's what this does. It shows you can narrow the uncertainty, and from a conceptual level, it could work.

Zckoych: Right.

Adams: That's where we're at. So I have done the personal outreach on this.

Fritz: Right.

Fry: Mr. Mayor, could I just add, those were general membership meetings. I think, there was one board meeting, and we have four general membership meetings where the public is involved, so it wasn't just a group of people. An open meeting to a wide crowd.

Adams: Yep.

Fritz: So I'm just echoing michael's question. If I vote for this, am I saying, for example, that yes, if this ever happens, that stark street is the best place for the on-ramp?

Adams: You are not voting on that.

Fritz: No. why am I not voting on that? In what way am I not voting on that?

Adams: Because this says, this just acknowledges that this concept on this piece of paper dated today exists. And that if someone wanted to vacate stark street and create a super block on either side, there would be a discussion about, well, that is one of the options for providing southbound access to the freeway from the central east side should it ever be buried. And that does not tie anybody's hands for future councils or the central east side from saying great. We're going to vacate stark street, but we have done it at least knowing that it would not be freeway access there. That's what this -- that's, this is, this is new type of document. It just requires conversations, exactly what you are calling for. My impression only talking to folks at the central east side, they are fine with this, and they are fine with not having taken a position on this, they know i'm here, and they are fine with it because they know that it's a reference document.

October 24, 2012

Fritz: So to establish your legislative intent, which I think is specified in the resolution, it says it illustrates an approach, and then it says, asks future planning processes to consider but doesn't say that they actually have to do it.

Adams: Right, and it only acknowledges we're not even accepting.

Fritz: Right, thank you. That makes more understandable to me.

Adams: So there is one -- thank you both. There is one other document before I end my time on the city that will be like this, the 50-100 year out stuff, and that's the high speed rail options within the city, and that will be in december. Call the vote.

Leonard: Thank you. Aye.

Fritz: I am one who believes that having the freeway on the surface on the east side is worth billions of dollars to us in terms of tourism attraction. People driving through and thinking, wow. What a wonderful city, I would like to get off here on the water avenue exit. I'd like to go and see what, what, Portland has to offer. So, i'm understanding that this concept diagram doesn't, in any way, say that we are going to move forward on doing this. But, and I think that it is good thing to have had the conversation, and to look at this might be how it could be done should a future council wish to move forward on it. So, I also particularly respect elected officials who do what they say they were going to do during their election campaign. And so, I appreciate the mayor's office work on this and the understanding of what we're doing here. Aye.

Saltzman: Well, it's interesting. In many respects I think that we lost our opportunity. We are doing big pipe, and, I was thinking why can't we do big pipe on one level and the freeway on the other level. Sounds like technology and cities and the engineering is catching up with that, but, people just laughed at me at the time. But, we finished the big pipe and it's good. I like what peter finley fry said it's nice to have some, you know, idea of where the alignment would go if the resources and the public wheels were marshaled to do that so that we can sort of lay that issue to bed for a while because we have a lot of other things we need to focus on, as well. So, I appreciate the leadership, mayor Adams, and everybody doing this. Pleased to vote aye.

Adams: Well, I just dedicate this to my former boss, vera katz, and the chair of the committee, nohad toulan. And everyone from the central east side and all the neighborhoods over the years. And it's been a couple of decades that this has been part of the discussion over the years that, on whose shoulders this reference document sits and stands. Thank you all. Aye. We are adjourned.

At 3:41 p.m., Council recessed.

October 25, 2012
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.

OCTOBER 25, 2012 2:00 PM

Adams: Good afternoon. Before we begin, just a few talking points. If you're here under local law, if you're here representing an organization, a for-profit or nonprofit, then you need to disclose that under Oregon -- under Portland's lobbying disclosure ordinance. When you come to testify, I will be calling people up in the order that -- after invited testimony in the order people signed up. You'll have two or three minutes to make your statement. We only want your first and last name, and again, your disclosure as a lobbyist. Karla, how was your lunch?

Moore: Good.

Adams: What did you have?

Moore: I had pazole soup.

Adams: That sounds good. Can you please call the roll? [Roll call] please read the time certain.

Item 1204.

Adams: Staff, come forward and have a seat. This sets out goals, policy, and implementation actions to direct the growth over the next 25 years in the lloyd district and lower albina. It is the first quadrant plan for the central city concept plan which we adopted yesterday here at city council chambers. The plan calls for preserving the industrial employment character in lower albina, concentrating higher density -- focused on new residential development that will make it a more lively, full-service neighborhood. Making sensitive transitions to other surrounding historic neighborhoods, improving regional access and local safety, street safety for all modes. We need this plan because -- we need this plan because we believe there will be significant growth in the central city in employment over the next 20 years. That in turn is consistent with our economic development strategies and the Portland plan. The lloyd district has the highest development capacity in the central city. We must use that potential to meet our goals for our city and our region. There are real signs of strength in the lloyd district right now. The langley aat super block proposal will add nearly 800 units of housing, exactly the kind of development this plan will foster and encouraging. Through a unique city pap with odot this project also addresses long-standing issues around the i-5 freeway. This partnership also coordinates land use planning with the major freeway interchange improvement project. This is the way the city wants to work with odot on into the future. Such as previous freeway projects focused only on highway issues, and did not consider the land use community and urban design impacts, that is different on this proposal. We still have issues related with the daily safety problems on the freeway on broadway weidler, and we are working to do interim improvements on a regular basis. This project proposes new east-west connections over the freeway, including a freeway lid, and new pedestrian bicycle bridge at the clackamas street crossing. And a new connection at hancock that will provide access to north broadway from the elliot neighborhood. This will greatly improve the quality of urban space around the freeway. The city and odot together had to address livability issues to the satisfaction of all neighborhoods. That's why, for instance, the proposed zoning changes generally provide more flexibility, but there are some areas north of northeast broadway where maximum allowable heights are proposed to be -- to be reduced. So with that I will turn it over to the city's chief planner. Joe zehnder.

October 25, 2012

Joe Zehnder: Good afternoon. As the mayor just said, we're here to look at the first of the quadrant plans in the central city 2035 project. This is the northeast quadrant. What you'll see in the presentation, it will be very important for the future of the central city. There's lots of room for growth and development, there are strong neighborhoods, strong communities it's adjacent to, strong infrastructure in the district, we've had positive signs from the market already. The plan as a whole is to implement the Portland plan's goal for Portland to be prosperous, educated, healthy and equitable, and we've had this big opportunity in this -- to work with odot to link taking a look at a freeway, but also have that be responsive to the goals for neighborhood development. As we did yesterday with the central city 2035 framework, this is a phased adoption process. Today we're just considering a resolution to accept the proposed plan, and the whole package will be brought back to city council at a later date for legislative adoption. Just quickly some thank yous. The project, the two years or so of this project was overseen by a 30-member plus stakeholder advisory committee and other interested people who tracked the progress of that committee at every meeting, and they gave a huge amount of time to the project, and I think you'll see that reflected in the results. In terms of project staff, I wanted to thank our colleagues at odot, andy johnson, todd, fred, and others at odot, and from the city, the staff that worked on it most, were paul smith and mauricio, steve, carl, stephanie beckman, nicholas starr, and diane hail, mark and the rest of the central city team, and jonna from the mayor's office. I just wanted to try to say that. Also the team -- the project was assisted by a great consultant team that included urs, dks, bgf and alta planning and the meetings were facilitated by sam.

Andrew Johnson: Hello, mr. Mayor, members of council. Thank you very much for having us here today. I can say i'm very proud and happy to be here today. The partnership between the city and state --

Adams: Your name for the record?

Johnson: Thank you. My name is andrew johnson. I'm the major projects manager for region one at odot. So this two plus year partnership has been long difficult at times, but the results of the partnership is a safer and smarter transportation system, and also a land use vision that seems more achievable. In these times of fiscal challenges, partnerships are not only something we try to do, but something we must do in order to see things happen. And there's just three brief themes that i'll point out that you'll hear in the presentations. You'll probably hear in the testimony and also see in the plan documents themselves. Somebody that focuses on transportation, on safety is increasingly becoming a focus. Addressing freeway safety in a longstanding area where we have not yet been able to agree is not only important, but also addressing the issues that are related to the local street system above the freeway. This plan results in a safer transportation system in the future, and that's the most important thing. Secondly, economic development. This is an area that is ripe for development. You mentioned the exciting news about the development coming in. Hopefully that's just the fist of many. I think the transportation and the land use both work in concert with one another will lead to that. Finally, the partnership, you've heard a lot of partnership already, you'll probably hear a lot more. Not only is this kind of a new way that the agencies work together, but it was also an interesting partnership between the land use and transportation aspects that the plans were seeking to address. And the way we ultimately landed on that is using urban design as a lens to connect the two. This is something that's new and exciting way to approach these type of projects, and while the partnership is strong, we still got ways to go. The plan will result in more partnerships between the city and odot into the future. So I look forward to continuing to work with folks here to make that vision a reality. So with that i'll turn it over to carl to start the presentation.

Karl Lisle: Thank you. We just had a little introduction. My name is karl lisle. Bureau of planning and sustainability. Project manager. Thanks, joe and andy. Introduction, we did that. We're going to -- todd and I are going to give you a very abbreviated highlights from the two plans that are before us today. Then we'll do a little testimony from the stakeholder advisory committee

October 25, 2012

members. There's a number of them who would like to speak briefly about their experience on the plan. Public testimony, and then we'll ask for your action on the resolution. So again, purpose from the planning bureau's -- bureau of planning and sustainability side of things, we're trying to update the 1988 central city plan. While we've done a lot of planning since 1988 in parts of the central city, we really haven't touched these plans at all in that time. So there's a lot of things to address there. Of course the other side of the purpose was to address the long-standing issues on i-5 at the Broadway-Weidler interchange. And Todd will give us a run-down on how that looks. So what we're asking for is adoption of the north-northeast quadrant plan by nonbinding resolution. As part of that phase process Joe talked about, we'll be back with other parts of the central city. To recommend that the Oregon transportation commission adopt the facility plan, they're meeting in December to take it up. To direct P dot bought and ODOT to work together to seek funding for the facility plan, and to continue to implement near-term safety improvements in the vicinity of the interchange. And thanks to the leadership of Mayor Adams we've already seen a little bit of that happen. But there's more that can be done. To direct Pbot and BPS to work with ODOT to designate the north-northeast quadrant a multimodal mixed use area. Todd is going to explain that and it's actually very beneficial from a land use planning and development perspective in the central city. So we're excited about that piece of this too. So the study area we're talking about, two subdistricts, lower Albina was Russell Street, historic Russell Street, coming down to Broadway and surrounded by I-405 and I-5 on the north and northwest sides. And the Lloyd district, from the river one block north of Broadway, Skyler Street is our northern boundary to 16th. We also have added two study areas that are not part of the central city. And we're not recommending they become part of the central city, but there are a few zoning changes proposed in the plan for those areas. One is this area bounded by North Russell Street and Williams, the Vancouver-Williams corridor, and one is an area south of Multnomah Street out to Northeast 21st. Particularly to look at some properties owned there by Mr. John Rabakas. So the process, we had about a two-year process. Concept alternatives, developing a plan, building plan around that, and then approval process which is where we are now. We had the stakeholder advisory committee meeting which met 19 times, 30 plus people meeting 19 times and a whole series of subcommittee meetings as well. It's a lot of stuff, a lot of input, a lot of people care deeply about this. So I think it's a pretty good process. Although perhaps a little long at times. So north-northeast quadrant. What I'm going to do is give you an overview of a few of the key actions and the concept, what the plan is about. But before we do that, I think we need to take a second and look at the quadrant and what this place is, and recognize and realize how much change it experienced, this part of town experienced in the last 50 years or so. In 1950 you can see the area, you can see the tight-knit typical old Portland neighborhoods along the bluff where the Rose Quarter, you can see the commercial, main streets along MLK and Grand, the large undeveloped land holdings assembled by Ralph Lloyd, and completely wooded and really pretty wild Sullivan's Gulch with nothing more than a railroad in it. By 2009, that had changed really dramatically through of course large transportation projects like two interstate freeways, but also through really large public and private development projects, including the Portland public schools Blanchard site, arenas at the Rose Garden and Rose Quarter, Memorial Coliseum, the Oregon Convention Center, Lloyd Mall. Huge changes, really lost a lot of the sort of urban fabric and vitality that was once present in that part of time. Flip side, it presents a lot of opportunity for additional growth, and redevelopment, and sort of rebuilding and creating new communities there. So there's a lot of opportunity there, but we just need to go into this realizing the area's experienced an inordinate amount of change. You can see some of that stuff under construction from 1962. This would be the site of the convention center. And the brand-new shiny beautiful Memorial Coliseum. Just right after it had opened. So with that in mind we went into this as part of the existing conditions work we were able to partner up with -- and look at -- they had a database that needed to be digitized so we could map it like this. Of significant structures from an African-American community

October 25, 2012

perspective. So we're able to map those, those have the asterisks, and really figure out where the few bits and pieces of what was once a vibrant community the remained. And we wanted to be really sure that we were not causing any further damage with either of these plans to the bit and pieces that remain that are really quite significant. Especially to the northeast of the interchange. So four layers, we developed the concept using the system of layers, and i'll go through those briefly. One about land use, street character, one about open space and one on green systems. So it says four because this is the preferred concept that came out of an exercise of having three alternatives where we had different bubbles and different maps. I worked with open houses and the stakeholder advisory committee looking at different ways to organize things. Really this is the one that stuck and the plan is now built around. You can see really in lower albina, the gray indicates really staying the course. Continuing to respect and enhance the employment industrial nature of that district. Looking at ways to perhaps allow a little more flexibility in parts of that district, somewhat like we've done in the central east side, but to continue that employment focused direction in that area. There is an action to perhaps expand the russell street main street a couple blocks up russell. But for the most part there's relatively little change in that part of the town. The really big move, the big opportunity is the central lloyd district. This crosshatched red area. That is a huge opportunity for really a new, the next generation of new urban community. The notion is that can have awe intensity of land use development, and -- but it also needs a significant residential come opponent and that really is the opportunity to sort of link together these important regional facilities and really make the whole place a lot stronger. So you have an office core to the south and smaller sort of more mixed and smaller scale uses as you move toward the neighborhoods to the north. So the street and development character layer is where we -- what this was about is trying to be more deliberate about different types of streets in the district, rather than just treating all streets the same because they're in an urban area, we wanted to spend time on thinking about which streets should be in the future of the main civic corridors. The retail streets, the places where the most pedestrian activity is likely to be in shopping activity. So these are the red streets. A different type of streets are the blue streets, boulevard streets. Streets that can be great streets but maybe they don't have to rely on our traditional approach to great streets, which is requiring lots of retail and ground floor retail spaces and things like that. So the notion here is to make these great streets by relying on -- maybe have larger trees and maybe there's setbacks and landscaping. Different approaches to urban design, but reduce the burden on the desire to have retail everywhere, because we've learned from experience and other parts of the city that's really difficult to achieve. And finally the third type are these green connections which are especially in the lloyd district with all the large blocks that are redevelopment opportunities in that area, over time if we, make sure the pedestrian connections, they might be local streets and path and there might be different things, pedestrian bridges, if we can get those to line up, as the district develops, so by the end of the plan, you would be able to travel throughout district on these pedestrian friendly connections, without being on really major streets, if that could be a real amenity, a character, form giving amenity, something unique to the lloyd district's compared to most of Portland, which are small blocks. Open space, suffice to say the level of intensity and development that's envisioned will require a significant improvements in open space amenity and public right of way improvements to provide the amenity that people will want to live by and work by and invest by. So the strategy is to seek both public and private, open spaces through the core of that central lloyd district, and then the idea was to line them up along perhaps the clackamas alignment which would also benefit from a pedestrian connection over the freeway down throughout rose quarter to new public spaces at the riverfront and the north broadway area. The final layer we developed was this green systems. This is really reflecting the lloyd ecodistrict effort and the things they're concerned with and trying to work o you have issues like district energy, rain water corridors, water quality corridors, green streets, things like that. And it was helpful for us in the process to continue to work at this layer

October 25, 2012

along with the other three because there are a lot of synergy and relationships between some of these systems and desired systems and where they might be in the other layers. So by putting both storm water quality corridors and district energy spine infrastructure in a redeveloped and reorganized clackamas street, there's some synergy there's. What could that look like? A lot of nice mixed use good development in the center of the lloyd district. This is roughly over the memorial coliseum towards the east. Streets of different -- a major transit corridor, a green amenity corridor, broadway and weidler with different characters, broadway as a main street, weidler as more of a boulevard, a landscaped beautiful street. But perhaps not a contiguous retail environment. So there you can see how they might come together. Chapter three is the meat and potatoes of the plan. This is what will become the goals and policies of the updated central city plan, central city 2035. There's a goal diagram, set of policies for each subdistrict, lloyd district and low you're albina there. Are a few key performance targets as well, and i'm not going to go through those in a lot of detail either. And a whole series of implementation actions. Over 80. Some about -- and there were a wide range of different things. Some about further work and study and things that need to happen, others are more specific like recommendations to change zoning or height limits. I'll touch on the zoning and height limits briefly. And I wanted to show you the lloyd district concept, that reflects the greatest hits from the layers that come together. This would be in the plan as the lloyd district urban design concept. You can see the emphasis on the central lloyd area in red. Lower albina, you can see the row flexion of preserving the industrial heritage and employment uses, a little expansion perhaps along russell street. You inc. See the school district site coming into being more related to development opportunities around north broadway. Rather than being connected to the industrial lands to the north. That's a move. Briefly on zoning, really there aren't any huge changes, sweeping changes for the whole district. The places we are recommending zoning changes are proposed zoning changes in the plan are illustrated by these bubbles. They're really all as joe said, about increasing flexibility in those areas, about moving from something that's more restricted to something that's more flexible. There is one letter that you would just received that we also just received. I want to pause here and turn to it, it's the strimer letterhead, it's from steven l strimer. This is a specifically about the proposed change from ig 1b to exd. It's very technical. They're saying that's ok, but they would rather have it be a comprehensive plan zone change rather than a current zoning change. So they're ok with that in the long-term future, but they're not ready to give up the ig1 zoning yet and we're fine with that at a staff level. So that is ok with us.

Fritz: We're not changing zoning at all right now, right?

Lisle: We're recommending that we would make these changes at the end of the process.

Fritz: In three years' time.

Lisle: Yeah. We're ok with the proposed changes on the second page of that letter. So those are the changes. Height limits is another place. This is existing height limit arrangement. And these include all bonuses. Including the maximum you could get to today, if you used whatever bonuses there were, and the proposed height limits which is this map, is also including all -- we haven't written the bonus structure yet. That's part of the work program for the next couple years. So -- but the assumption is you would need to go through bonusing programs to provide different amenities. So the main places we're making changes to the recommended height limits are circled here. So really going from a somewhat arbitrary height limit of higher east of grand, lower west of grand, really trying to be a little more deliberate and allow the tallest buildings to be as tall as the buildings on the west side and clustered around the front door of the convention center. And step down from there as you move away from that focal point. To be somewhat lower north of broadway, the to reflect the historic neighborhoods of irvington and elliot, to be down to 75 feet north of broadway. To allow a little more flexibility to try and create that urban place along north broadway, to help be part of the rose quarter district plan strategy of trying to balance out that very episodic nature of the activity with an urban placed oriented toward north broadway. And finally down here at the

October 25, 2012

riverfront, what's commonly called the thunderbird site, to allow more flexibility and height, but in that particular case, and it's described in appendix b in the plan, to really only allow the tall buildings in exchange for significant open space directly in front of the memorial coliseum on the bank there. Because currently the entire site is developable at about 100 feet which would wall off the rose quarter and memorial coliseum from the views of the west side, and the river. So it was seen as a good idea to try and -- more flexible there, but only in exchange for moving things out of the way of the memorial coliseum and providing open space. Could we do all that, 5,000 new jobs - - 5,000 new housing units and 10,000 new jobs? What what could that look like? Lloyd district has plenty of room, so we did this model of buildings of different use types and there's room to spare honestly in the lloyd district to accommodate that kind of growth and development over the next 25 years. I'm about to hand it to todd to talk about the freeway improvements, but essentially just -- we want to point out there's a huge opportunity from our perspective in the doing the facility plan at the same time as land use plan, because there's a lot of potential in helping to implement some of those big ideas in the land use plan through the freeway project. So this is how the connections are organized and work today across the freeway. This is looking east over the river, you can see the rose quarter here. This is the current configuration of streets. They all feed into Broadway and Weidler. And the proposed improvements, but they not only make significant improvements in the core of that area, what we commonly call the box, the Broadway Weidler box, they also create these new local connections to the north and south, and greatly increase the local connectivity between the neighborhoods on the river side and on the Lloyd district and Elliot side of the freeway. So we think that's very exciting for helping to implement those connectivity goals we had in the plan. And then we also think that could in the future greatly help with redevelopment efforts and make the whole place much more redevelopable. So this version has some buildings in it. And with that I'll hand it to Todd to give you a rundown of the freeway project.

Todd Juhasz: Great. I'm Todd with the Oregon department of transportation. I think one of the things that was alluded to frankly by everybody that has spoken so far is the reason we're working on this -- these projects together is that what happens on the freeway affects what happens on local streets, and affects local development and the same is true in reverse. But more specifically there's some issues we want to address, one of them is that this section of I-5 has the highest crash rate in the state. There are short weaving section between closely spaced interchanges which means there's a very short amount of space where people can get on to the freeway or get off the freeway, and what happens is we end up with the preponderance of rear-end and sideswipe collisions. As part of this process we want to improve the interface of local streets, and we want to improve bike safety, bike and pedestrian safety mobility and connectivity. So I don't want to go into all these pieces, but as was mentioned, this is a more than two-year process, and one of the real milestones in my mind was when we held a freeway charrette open to the public in April of last year, in which we had 70 plus concepts generated out of this process. And through SAC meeting, subcommittee meetings and other public events we have narrowed it down to the plan we're going to introduce to you today. So the study area you're looking at is, here's I-5 between I-84 and to the north is 405. And what we would do is we would introduce transportation demand measurement measures and system management measures. Transportation demand management measures are ways to convince people to get out of their single occupancy vehicles and use other modes. And transportation system management measures would include things like variable ramp meters and those types of things. In addition, all within the existing ODOT right of way we would include -- we would build full shoulders through the study area as well as auxiliary lanes. The full shoulders would allow us to remove disabled vehicles out of the flow of traffic quickly, the auxiliary lanes would allow more space for those people trying to get on to or off of I-5 time to do that so there would be less friction and less likelihood of accidents. So here's a blow-up of where the majority of improvements take place starting with number three. We would rebuild the Broadway Weidler bridges to accommodate the

October 25, 2012

auxiliary lanes and full shoulders, and with the rebuild of these structures would come enhanced bicycle and pedestrian facilities and seismic upgrades, but most importantly the bridge would be rebuilt on a cap or lid over the freeway that would create an urban design opportunities, and would act -- connect the east side of the freeway with the west side of the freeway. Looking at number four, we would take the wheeler winning way onramp, we would move that north to weidler, what that does is it provides more space between this interchange and the interchange i-84, looking at the section number five, this is williams between Broadway and weidler, essentially this would become a reverse traffic flow street for northbound traffic would flow north on the left, southbound on the right, and up the middle would be a raised and protected bicycle and pedestrian multiuse path. Moving to the south, number 6, this large dotted white line is a future clackamas bicycle and pedestrian overcrossing. And as you move north, we would rebuild the Vancouver structure in its existing location to accommodate the auxiliary lanes, full shoulders, and with that rebuild, we would have enhanced bicycle and pedestrian facilities new seismic upgrades, but one of the things that wouldn't happen we would actually take down the Flint structure and build a new east-west crossing at Hancock. So that new east-west crossing would create a better street grid, connecting the east side to the west side, and would provide opportunities for new development with, for instance, the Portland public school site on the west side of the freeway. What this would also do, it would alleviate pressure off the Broadway Weidler box area in the mornings, people could take this route across during peak periods. In addition, this area or this crossing could provide another bike and pedestrian route other than going through this very heavily congested Broadway Weidler corridor. So here is one artist representation of what a lid can look like. This is just looking at what we would consider a park like focus. You can see in this gray area this is i-5 northbound. This is i-5 southbound. All running under this area in red, which the cap over the freeway at the surface level, and in this plan it presupposes this parcel, adjacent to Williams Street, which is right here, would be developed as park space that would be partially on top of that lid, there would be park space north much Broadway and a little bit of park space south on Weidler, and this is the left bank annex, this would in this configuration a little bit of parking for the left bank annex, partially on top of that lid as well. But again, it could look a variety of different ways. The main line, there would be better reliability, especially important to freight, better reliability in that would be able to remove disabled vehicles out of the flow of traffic, but by moving them over to full shoulders. There would be more liability in that with the auxiliary lane this would be less friction, thereby causing less accidents, less rear-end and sideswipe collisions, keeping traffic moving. With all the structures I mentioned before, there would be seismic upgrades to all the affected bridges and most importantly and the reason ODOT is part of this process is safety. We took a look at crash rates at areas that had similar improvements proposed, and we looked at the improvements to crashes after these improvement were put in place. And we looked at what's going to happen, we'd like to see happen here in the Rose Garden area, Rose Quarter area, and we expect 30 to 50% reduction in crashes. Which is significant. So benefits to the project related to the interface, we'd have improved bicycle and pedestrian facilities we would provide additional the route choices north, south, east, and west, and the type of route choice was change. So right now we have a preponderance of route choices for those that are deemed the fearless rider that is not worried about a lot of traffic, a lot of noise, riding down, say, Broadway to the Broadway bridge in the morning with the addition of Hancock overcrossing, there's an easier route to work which would get at the target group, which is the interested but concerned group which we have heard that these folks would be willing to ride to work but don't feel particularly safe. This provides an additional route for those people. So with the Hancock overcrossing I mentioned before, there would be better connectivity to the west side, especially to the Portland public school site potential development there. There would be better local street connections and the lid, better urban -- besides urban design opportunities, what the two lids do, it acts to knit the west and east sides of the freeway together. The next multimodal area

October 25, 2012

designation, what this means is we would work with the city, there needs to be certain conditions in place which we have a perfect storm of, nits this location. We have mixed mode of transit, we've got the freeway and local street network, the streetcar, the light rail lines, the bus routes, and all the myriad of bike routes. What happens here, when this designation is granted, when local land use actions are taken, there's one level of bureaucracy that's removed on the state level, where there would not be -- no need for state mobility standards review. So one less thing to slow progress down. So next steps. We're here seeking city council endorsement of the facility plan. Next we would take the facility plan to the Oregon transportation commission for their adoption, we are looking at near-term improvements near and short-term improvements, one of which carl already alluded to. And we would proceed with preliminary engineering and we would work out issues that still remain, such as with the rose garden arena, where we need to work out an egress and ingress plan for -- during peak event periods, and the team, the odot and city, would continue to do outreach through preliminary engineering and especially as we move towards construction. We would also work on traffic calming measures for the elliot neighborhood in line with what we promised them through this process, as there were concerns that with the hancock overcrossing there would be vehicular intrusions into that neighborhood, so we're going to put traffic calming measures in place to alleviate some of their concerns. So this is just a quick graphic showing the short-term improvements we've mentioned. Already the -- on broadway right turns are prohibited onto weidler to cut down on right-hook accidents. And odot will be looking at this i-5 southbound ramp at broadway, and this slip ramp over the next year to see what we dock about closing this, because this has been identified as another conflict point with bicycles and pedestrians. That is it.

Fish: Thank you. Can I jump in with two questions?

*****: Yes.

Fish: So I just want to make sure I understand how this proposal would impact the two problem areas that probably I and my colleagues encounter the most, which is when you're on i-5 heading south, and you're approaching the broadway exit and the funnel effect of people losing a lane and the funnel that occurs, followed by for me what is probably the most dangerous part of that trip is if you want to get off at the banfield, and you want -- you have to merge right, you're merging into a lane that has exiting traffic from the rose quarter with people needing to merge left. So you've got traffic that is working across purposes, and if you add rain or darkness to me it's the most challenging part of i-5 locally. How would any of these changes impact those two problems?

Juhasz: Do you want to jump in on this?

Johnson: Yeah. The short answer is it would eliminate the need for you to get over and then get back against traffic. There's kind of two parts. Where traffic is mixing like this, that key point, it's what happens now is you're only moving in one direction. And the reason is there's a lot of people that get on and off i-5 in this area, and that -- in that stretch between 405 and I84. This would allow someone to come from 405 and stay in one lane to get over to i-84, they'll only have to make one maneuver instead of two, which today they have to get in a lane, get over a lane, and then get back again in a short period of time.

Fish: Compete with traffic at each juncture.

Johnson: Exactly. And you're always competing -- it's a heavily used stretch of road, so this essentially eliminates half of that problem.

Fish: Remind me, so I get the fact if you come off of 405 with the extra lane, with the reconfiguration, you would have that benefit. But how does that -- what are you doing at the other end that avoids the conflict with folks exiting the rose garden, trying to merge onto i-5 as you're trying to exit onto the banfield?

Johnson: That still is going to be an issue. However, the ramp is going to be longer, you're going to be able to see better, and so when you're mixing hopefully people will be getting up to a comfortable speed to make the transition -- .

October 25, 2012

Saltzman: When you say the ramp is going to get better -- longer, which --

Johnson: The ramp that currently starts at winning way, carl, if you could pull up one of those, that would be great. That is going to be moving to weidler. What that will allow is people from Broadway and weidler to get on the rather than having to wind around and hit that very short ramp right by the rose garden. So that's going to get longer. That will help. Right now --

Fish: It gives them more visibility.

Johnson: Exactly. You can see better. But there's still going to be a lot of people getting on there. This does not eliminate that problem. It just relieves it.

Zehnder: You'll be parallel to the traffic you're trying to merge with rather than a very short lane trying to get right over. So it lengthens the room you have to make that maneuver.

Fish: So you have a little more room for error. What percentage of the cars entering i-5 there do we estimate takes the Banfield exit versus merge onto i-5? The people merging onto i-5 are the ones that often don't know the rules of the road with those of us merging --

Zehnder: I know we've looked at that, I don't know what it is.

Johnson: I'm not sure what it is either. But it's not a majority. I don't know what the exact number is, but it's not a majority of the traffic getting on.

Fish: Dan Saltzman is the exception, but --

Saltzman: I'm going down I-5, he's going to right way.

Fish: What happens is people slow down because they're not sure who has the right of way. And what it creates is another bottleneck, and for me, the most dangerous maneuver because no one is quite sure who has the right of way, and cars have their left blinker on, and their merging into your lane, you want to get to their lane, there's often very tight space. It's a brief window or you miss the Banfield exit.

Zehnder: From using the ramp all the time, that's one of the reasons I was excited about the idea that you get more room to maneuver over, commissioner. And imagine this, you've got more choices about -- you would be in the auxiliary lane if you're making the i-84 move. And so when you first move, you do have to cross that, but then you have two other choices for traffic going through, if you want to avoid that all together, if you're staying on i-5, you have a choice to get over there earlier and stay out of this mess. And it's clearer, and then that middle lane will still be full of this kind of people making last-minute choices. But stretching it out, more visibility, earlier decisions, like you could be deciding what you're going to do if you're on the freeway, way north of Broadway. We think -- the statistics say it helps.

Fish: Thank you.

Adams: Other initial discussion?

Saltzman: So tell me about the the -- a lid. Is a lid what it sounds like? You put some big steel plates over the freeway? More or less? And put soil on top or whatever?

Johnson: What would happen, say with the Broadway-weidler bridge, if we were going to rebuild that to keep traffic flowing, we'd have to build a temporary bridge next to this to keep traffic flowing. In this case, it's cost effective for us to rebuild all of this on a lid and stage our construction from that lid. And what it really is, a set of girders and a steel cap over that freeway.

Saltzman: Does it make Broadway and weidler street level on the lid?

Zehnder: What it does is it opens up room for wider sidewalks, it really adds some grace to a street right now that's pretty constricted, especially if you're a pedestrian or biker. And it's a little bit of the geometry because the freeway cuts underneath our gridded system kind of at an angle. So if your crossing the trench perpendicularly you're using shorter spanning members, its just economically the engineers tell us it's about a wash, and it has these other advantages for constructability, and what we can do with the cap and the land on the cap after.

Saltzman: So the lid would go from weidler to hancock?

October 25, 2012

Zehnder: It would go just north of Broadway, and there would be a gap and then another similar lid that would be the way you get across Hancock. In the plan, the committee talked about this quite a bit, about the desire to go big with the cap and extend it all the way north to north of the new Hancock connection, and so that notion is in there, and it is something we would look at in the next preliminary engineering, look at the cost, look at the potential, what it really gets you.

Saltzman: So the Hancock-Dixon connector, Hancock would be a through street to Dixon? Would it be a -- an arterial? Or a neighborhood residential? You're talking about people maybe the -- people feeling more comfortable --

Zehnder: It's a local street. So imagine this. This is what we tried to do.

Saltzman: Would that be two lanes of traffic?

Johnson: It would be two lanes of traffic, lower volumes obviously than Broadway-Weidler.

Saltzman: The school district sent a letter expressing -- more or less supporting all this, but they did express concerns about -- if you're going to do the Broadway -- the Hancock-Dixon connector, you need more parking along the street? I wasn't sure --

Zehnder: I think it's, like any property owner where a major improvement is being proposed, they're saying we use loading there, we have parking on the street. The connector, the way it's designed would come across the surface lot that belongs to the school district. So it's just putting on notice as we do preliminary engineers, there's issues to be figured out. In the long run, for the Blanchard building, it kind of puts this potential redevelopment site, even for the school district, on the map. It connects it in a way where you're not just dependent on the signal off of Broadway to get in and out of there. We have the immediate needs of the school districts' headquarters to address, that will be done in preliminary engineering. Then in the longer run, I think it enhances the real estate value of this asset for PPS, so it's part of why they're supportive of it.

Fritz: I want to make everybody aware, first of all, thank you, this is an amazing piece of work. And a great presentation, and thanks to all -- everybody who's been involved in bringing it to this point. It's delightful to read through such a thorough document. Yesterday in the central city plan hearing we added language specifying that any change from the current comprehensive plan policy requiring a step down to the river will require a citywide public process moving forward, and I'm assuming this is a component of the central city plan that would apply to this.

Zehnder: What we will do, this plan that you're looking at today reflects the thinking on northeast quadrant, and it does have moves that raise height on the river end. As we go through the quadrants, if there's other opportunities where that comes up we need to, as the resolution said yesterday, not just do those in the quadrant plan, but raise it as an issue for citywide consideration. And that's part of what we can do in the process for the rest of the central city 2035 plan.

Fritz: Thank you. So before moving to implement this, there will be more discussion about the specific book ends and other places where there's a proposal to step up to the river.

Zehnder: Absolutely.

Fritz: And my other question is about the housing target of 5,000 units. Putting you on the spot, what's the metro target for the city as a whole that we're currently being asked to do?

Zehnder: 132,000 in 2035, and it's approximately 37,000 in the central city, I think 32-37. So -- and we have a lot of land for housing in the central city, and so Carl can explain how we got to the 5,000 number for the Lloyd.

Fritz: It's fine.

Zehnder: It's big.

Fritz: I'm glad I was confident in you having those numbers at the back of your mind.

Adams: It's impressive.

Zehnder: 15,000 capped property --

Fritz: That will keep them busy. 5,000 units in this area does seem like a good place to put 5,000 units, especially because we want people to be living there 24/7 activity. And the places that

October 25, 2012

you've proposed it I think do make sense. My question is about the certainty of having a mix of housing there in the future, and I know you've got references to changing -- looking at the bonuses and such. My suggestion, and I may ask my colleagues for an amendment is that we actually reflect in this resolution a desire for the council to move forward -- for the planning to move forward, that you only get the height if you're going to do some measure of voluntary inclusionary zoning or construct for each project, construct multifamily units, for example, which have a range of income levels that can live in them.

Zehnder: The way we would describe that, commissioner, is an affordable housing heights bonus, and as Carl said, we got to recalibrate all our bonuses in the central city to go after the few things we really want to get. So that would be perfect part of that discussion. We've done height bonuses, or far, floor area ratio bonuses related to affordable housing in the northwest district plan, I don't know that we've ever done it with height, but we can explore it.

Fritz: What I'm proposing more is that it's mandatory, it's not a bonus, that we're going to set the -- when we increase the zone capacity, we're giving to the property owner a -- an enhanced development capacity, so at that point we should make it mandatory that there is a level of -- a mix of incomes in any apartments that are -- or condos that are built.

Zehnder: So two things. One in this northeast quadrant plan, we're not increasing floor area ratio, we're just increasing heights. And the other angle, we're glad to explore it, is coming up in the comp plan and the number of comprehensive plan in a number of different ways, today inclusionary zoning itself is not a permitted by state law, but you're proposing a kind of different way of looking at that kind of requirement, and we're glad to look at it.

Fritz: It would be that you only get to do that -- it's not like you can choose between community space or affordable housing.

Zehnder: That's part of what I mean by recalibrating. Today you can get a bonus for bikes and --.

Lisle: One of the things we've learned by looking at the bonus system we built incrementally over 20 years, just adding one, adding another one, because of the conversation of the day, was that a lot of the things were not tuned up to the market realities at all. So many of them have never been used, a lot are used all the time because they're too easy, so as we go into recalibrating the bonus system we need to make sure that whatever we do come up with is going to be useful to the development community. We should look at what you're talking about, absolutely. But we don't want to come up with something just because we want it that won't be used or feasible to the folks developing it. We've taken a little bit of time and done research on trying to look at all the programs we have and trying to monetize what the value of -- on a square foot basis any bonus is and whether that's helpful or developmental -- detrimental. So we need to take that same look again with a whole bunch of different priorities, and affordable housing is obviously one of them. In this particular area, the other really big one is parks and open space which we just don't have and don't have a way to pay for it. So trying to figure out how to make meaningful, usable market reality based bonuses that help achieve those public goals in that restructured bonus system is what we --

Fritz: I'm looking more for requirements. We won't have tax increment financing to help incent affordable housing in the area, so we need to learn from the mistakes of the past and look at what's worked in the pearl, what's not worked. In terms of mixed income. So I'm going to ask my staff to bring back an amendment before the end of the hearing on this issue.

Adams: Commissioner?

Fish: Since you mentioned the pearl, that's a good starting point. The pearl has been a success in terms of the amount of affordable housing as a percentage of the whole. We can debate exact number, but it's understood that it's somewhere between 20-25% of the units are affordable. So there's been intentionality there. I'm very pleased commissioner Fritz has raised this issue, because we just spent two years fine tuning our tax abatement policies to make sure they were in sync with city policy, got us the public benefit, narrowly tailored and we made it a competitive process so it

October 25, 2012

was no longer just an entitlement. I think this is the time for us to look at the bonus scheme again, find out which of those carrots and sticks if you will that are built in, are no longer relevant. We may be giving people we may be requiring things as a condition of the bonus that someone would already do or we may be creating distortions in the market by asking someone to do something -- encouraging something we no longer need. I think the sweet spot for me as the housing commissioner is in lieu of tax abatements what other programs can we develop linked to bonuses, where it's a discretionary act and that gets around the state law bar, where we actually get a tangible benefit for the district, which in this case would be a range of housing choices for people consistent with our fair housing obligations. That would be interesting.

Zehnder: We've talked with the housing bureau about this, because in 5,000 units what is the mix that you might want to try to accomplish? How do we get there financially? So all tools are on the table.

Adams: I like that approach. I also think looking at it for submarket areas or quadrants, in this case, or parts of town or parts of quadrants, or corridors within the central city is also something that we could look at. Before we can get to something affordable -- if we're going to -- if this proves to have some the merit in terms of in the marketplace, they'll want to take us up on it, we also have to make sure that the nonmandates from the city are profitable enough for them that they'll actually do it. And that might vary by time -- the phase within the plan, is it the first five years, and it might vary street to street. Some streets are harder to get the development we want than other corridors.

Fish: Can I pose a question? What you're asking us to do today is sort of beginning of a process that goes on for some time. So if it's the desire of the council to have more thought given to a bonus system and an affordable housing component, how much time would you need to evaluate that and when would that -- when would the council be asked to implement it?

Zehnder: You know, we would probably bring the bonus package forward at the end of this central city planning phase. So that's 2015. After we do this next quadrant, the west side, commissioner, which is where most of the housing is, we're going to have to have progressed in our thoughts about the bonus system as a package. So conceivably by the end of next year we would be talking to you about what we've -- how we might reorganize.

Fish: Is it enough for our purposes today to frame the concern for you to then evaluate it, come back with recommendations?

Zehnder: Absolutely. We welcome it. It's an issue we've had our eye on since we started this thing.

Fish: Thank you.

Saltzman: Do we have any other panels? Are we ready to go to testimony?

Zehnder: We have a set of invited testimony to start with. Ok. We're starting testimony with members of the advisory panel.

Saltzman: Tracy, greg, wade lang, and matt arnold. Welcome.

*******:** Excuse me, would I like to defer to the end of testimony if that would be all right.

Saltzman: Oh, sure. Great. So who wishes to start?

Tracy Ann Whalen: Good afternoon. My name is Tracy Ann Whalen, and I'm the global logistics processing compliance manager for esco corporation in northwest Portland. And along with Lloyd, I was one of the cochairs for this process. And good afternoon, commissioners. Before I present my remarks, there are a long list of people that need to be thanked for this process. And a number of them were already previously alluded to that were city and state staff, facilitators and consultants. Personally, though, I feel the most thanks should be -- should go to the sitting members of the sac. It is not their job to come to these meetings every month. And wade through all the information. They do it as voluntary effort and because they like this city and they want to see their communities grow. So as you have heard, we began this process in september of 2010. It was proposed as a

October 25, 2012

unique process, one that combined a state highway project with a land use and planning project. The area of study of transportation was between -- on i-5 just south of the fremont bridge to the i-84 interchange. Which also included the box area which is the Broadway Weidler interchange. We first learned about the issues in what we were trying to solve. A number of the ideas were explored and there were over 70 as you heard that were originally arrived at at the charrette. There was a lot of discussion amongst committee members and also other public testimony. Not every idea was feasible and there was also discussion of no build. We did not restrict the topic to just the roadway. The impacts that were discussed also include the surface mobility. Bike and pedestrian movement, urban design and freeway crossings. Of concern to Eric Lovel, was -- and other businesses is maintaining freight access to the lower Albina industrial area as well as servicing businesses within the Lloyd district. From strictly a safety and freight mobility perspective, the plan does not go far enough. As was pointed out, there's a lot of weaving. Ramps could have supplied or provided the gravest solution, but quite frankly it's very expensive and we never could get that funded. We looked at what the best solution was with what we had. The choice that was approved was adding auxiliary lanes in each direction and moving the on-ramp from winning way to the Weidler overpass. The addition of these lanes required rebuild of the Flint, Vancouver, and Williams overpasses. In actuality, the removal of the Flint overcrossing. As well as the Broadway and Weidler overcrossings. A lot of effort went into exploring these structures and what the possibilities were first to improve safety and multimodal movements as well as what could be done with the possibility of a lid. I think we have successfully agreed upon the best affordable solution. I urge that the commission adopt this plan and more, I hope that you support funding when that comes up. Thank you.

Saltzman: Thank you.

Gary Warren: Good afternoon, commissioners. I am Gary Warren, I'm executive director of Calaroga Terrace a 17 story senior community located in the Lloyd district. I'm also president of the Lloyd District Community Association, which is a unique blend of business and neighborhood representation. The LBCA is responsible for looking out for the best interests of both of these constituency groups. The LBCA is excited about the potential of the north-northeast quadrant plan and what the future holds for the Lloyd district. We see the Lloyd district poised to be the next growth area of the city of Portland, with huge potential for businesses and residential development. The north-northeast quadrant plan has made great strides to ensure the livability of the district. Studied and planned for our elements from open space, building heights, commercial, and residential mixed use, green space, pedestrian, bicycle, and vehicular access. Mistakes from the past have been looked at and a great vision for the future created. I personally represent 25% of the residential population of the Lloyd district, all who live at Calaroga Terrace. This puts me in the unique position of not only being a business operator but also looking out for the needs of a large number of the residents of the Lloyd district. I believe that this plan will create a great balance between economic development, businesses, and residential livability. This has been a long two-year process to get this plan to the point where it's being presented to the city council. This was through the hard work of many groups who have contributed to this plan and many compromises that we have all made. As an example, many of the SAC members and planning staff know I have been a major opponent for the Clackamas overcrossing. It was a source of brevity as promises were made to expand the size, height, length or purpose of the overcrossing whenever discussions became tense. Like a majority of the members, I recognize the wisdom of the group and I am taking on good faith the overcrossing will bring attributes that will far outweigh any concerns I might have. Implementation, action, tr2, develop and revise parking management strategies, specifically addresses my concerns. This is particularly through event parking issues and flexible options that are being studied. I want to thank the staff, ODOT, and the city of Portland for the

October 25, 2012

opportunity to participate in this process, and we look forward to the positive results that the north-northeast quadrant plan will bring to the lloyd district. Thank you.

Saltzman: Thank you. Sir?

Wade Lange: I'm wade lange, vice-president at lange investment properties formerly asforth pacific. Commissioners, as long -- as a long-time employee within the lloyd district and a native Portlander, I want to first thank you for the opportunity to have a voice in the future growth and development of our city. The citizen involvement has been stated already, was truly key -- a key component to the successful outcome of the north-northeast plan. The lloyd district was correctly identified as having the greatest potential for future development within the central city. Even before the north-northeast plan is adopted, plans for higher density residential growth in the heart of the district moves forward. As does the convention center hotel and the opening of the streetcar on the east side. The plan created by the stakeholders advisory committee truly fits with these new developments. The north-northeast plan lays out a vision and a road map for the future growth of the east side. This growth will bring jobs and economic vitality to the east side while simultaneously creating vibrant community full of opportunities for both residents and businesses. The plan recognizes the critical importance transportation plays in our future growth. And it has brought together all the elements of a full service transportation network that has identified both the business and residential needs of the district. Finally, as a board member of the lloyd eco district the plan has identified unique opportunity of future development which is in lock step with the creation of highly sustainable community that will enhance the vitality and livability of business and residents within the heart of the city. And I look forward to participating in making the vision a reality. Thank you.

Matthew Arnold: Commissioners, matthew arnold, still a member and until terminated a few weeks ago the chair of the city's bicycle advisory committee. As you know, designing a local street network in the context of an urban freeway interchange is incredibly challenging, but thanks for the efforts of your city staff, of odot, all the members of the stakeholder advisory committee and the general public, in a well-designed and inclusive process, we have here two plans before you that our committee supports. What we like best about the plan and its associated facility plan is they will enable a redundant bikeway network that will embody the goals of the recently adopted bicycle plan for 2030. Not only will these bikeway network improvements benefit strong and fearless and probably in my case insane riders, they'll also provide safe, comfortable and appealing bike connections for those interested, concerned and vulnerable riders like my mother and my daughter. The one caveat bike advisory committee has is that in order to make these promises valid for bike safety and to attract increased ridership, the bikeway network must be built out in its entirety, and to that end the committee looks very forward to working with you all, with city staff, with odot, on the careful implementation of these plans, as well as any near-term safety improvements that can be adopted. Since I have just another moment, it's probably my last time testifying before this council, mayor Adams, i'm glad you came back, because on behalf of the bike advisory committee, we'd like to thank you for your leadership these last several years, as mayor and as transportation commissioner, I am forwarding not only the bike plan for 2030 but larger bike movement here in Portland. Thank you.

Adams: Thank you very much. Thank you all very much. I'll look on the replay for what you had to say. Mr. Linly is going to go last-last, right? Ok. Then we move to the sign-up sheet.

*****: [inaudible]

Adams: Please come forward then. Welcome back.

Justin Zeulner: Thank you mayor Adams and commissioners. My name is Justin zeulner, i'm the senior director of sustainability and public affairs for the rose quarter and the Portland trail blazers. And I served on the strategic advisory committee of the north northeast quadrant plan. It is with great pleasure I come here today not only as an official representative of the rose quarter and the

October 25, 2012

Portland trail blazers, but as a proud member of a group of stakeholders that was convened to help steer the future of our quadrant and our great city. When we first started I assumed I wasn't the only one that worried a group of stakeholders, transit authorities, diversity and ecology experts, residents, neighbors, and many others, might have a difficult time finding mutual ground or even moderate consensus when discussing long-term vision, land use, zoning, transportation, greenways, and freeways. However, not only did we accomplish these goals, the process resulted in spirited collaboration. Not only should the members be thanked for their dedication and determination, we should recognize this collaboration would not have been possible without the willingness of our public partners to embrace a different approach. In fact, groundbreaking and historic. For the first time the city of Portland and odot working together to define visions and set goals. This alone deserves recognition. But they did go one step further and they sought the input and direction from our stakeholder group prior to making any plans. We hope this is an indication of how the process for a smart planning will be in the future. I want to take a moment to reflect the plan on how it connects with the rose quarter and adjacent properties around our sports and entertainment campus. From the beginning of this process it was made clear tone sure that any future planning efforts would not only protect and enable current business activities in the lloyd district and the quadrant, but set the stage for businesses to thrive in the future. This included and specifically listed the large episodic attractors of our quadrant that helped drive and support our local economy. To meet long-term, this plan enables the rose quarter to meet long-term goals while ensuring current business operations are preserved. This plan furthers our connection to the rest of the lloyd district, the willamette river, albina and to our vital neighborhoods, elliot, irvington and sullivan's gulch. An enhanced freeway could easily divide our community, but this plan mitigates these impacts and enhances our connections with additional bikeways, improved pedestrian environments, nonmotorized crossings, such as clackamas head bike bridge and adds more green spaces. Furthermore, the plan embraces the earlier rose quarter master planning work that had been put together. Which includes a focus in and around the Broadway corridor adjacent to our campus. Along with the rest of the rose quarter, this will become an important future urban destination, economic driver, and gateway to east Portland. This committee spent a fair amount of time discussing the area, specifically related to the proposed building height allowances. Staff worked closely with our committee to ensure while the plan allows for maximizing the potential development for this area, it also balances the future development with open spaces enhancing community activation. As a member of the advisory committee and stakeholder for the rose quarter and lloyd district, i'm proud of these compromises and the ensuing result of these discussions. In summary this plan enables the vision of the rose quarter and the surrounding area to become a reality. Lastly I want to comment on the inclusion of environmental settlements to the quadrant and Portland plan. While the plan ensures we secure a thriving business climate and enhanced neighborhoods, we also call for aggressive sustainability goals related to environmental stewardship. We all want our community to be a place where we are proud to work and live. During this process I recall hearing similar statements like that made during the meetings and by several stakeholders. And we made sure that this plan incorporates these visions. As this plan becomes adopted and enrolled into the larger plan we look forward to continuing work with the city odot and the rest of our community stakeholders to activate our shared vision. Additionally, I would I like to note that the recommendation in front of you is from sac. The strategic advisory council and committee were the ones that authorized this to be brought to your attention. One of the things we talked about, and this is something I cited, was that if substantive changes were to be asked by council today, with you commissioner Fritz, your request, is that we take an opportunity to reengage the sac to have a conversation about what that means. Because I do want you to recognize that while staff presented this plan, it's the sac that actually put that together. So appreciate your time today.

October 25, 2012

Fritz: Did the sac have any discussions about making sure we don't displace a way of -- as part of this plan?

Zeulner: Yeah. We went through a lot of discussion about both the historical diversity of this area and what sort of transpired over the last several decades. But we also took a lot of time and -- it's easy to start talking about freeway impacts, because it's something we can all relate to. These things are a little more difficult, and in this committee spent many of those 38 plus meetings that I went to talking about that very thing and housing is a big concern for all of us.

Fritz: Thank you.

Mike Warwick: Hi. Mike warwick, I was a representative from the elliot neighborhood association on the sac. I'm also the land use chair, so I was also a representative of elliot as well as being from elliot. And I came here I guess to paraphrase, to praise caesar but caesar has been praised enough I think, so i'm going to point out some of the concerns elliot raised in its support of the plan. One of which goes to the point you just raised, amanda, which is our concern about the elliot overcross -- the hancock over crossing. Those of you who have been through the elliot neighborhood know the historic core is very small and fragile, turning hancock into essentially a bypass for broadway would basically aim a fire hose of traffic through that neighborhood, which would basically destroy it. It is the last remnant of the albina community, and we would like to see it protected. There are words in the plan that do so, and i'd like to reinforce that those be acknowledged as best we can. We say in the plan, and the city adopted that at our suggestion that the hancock overcrossing traffic be absolutely mitigated to protect the neighborhood, which you couldn't see it in the plans you had up there, had physical barriers to prevent through traffic, so it will allow some circulation, but it will not allow it to become a throughway, and that's probably about as good as we can expect. We like the idea of having connection to the other side of the freeway, we are also supportive of a potentially looking at other options. And that goes to a second concern we had, which is a pretty major concern, and that does have to do with the cost and disruption associated with the improvements that are proposed in the duration it will take to get from here to there. If the freeway improvements could be done instantly I think there would be a lot of support for this plan, but we're looking at a process of probably 10 years to complete. That's a long time. It will require the demolition of the traffic routes on vancouver, williams, broadway, and weidler, as well as flint, which will be hugely disruptive of the connectivity of north-northeast Portland to the rest of downtown. The construction process is expected to take three-five years, during which the development we would be hoping to have in the rose quarter and blanchard block will probably be a delayed, while this construction gets completed. Postponing redevelopment in that area for 10 years seems like an awful high price to pay for the prevention of some fender benders on the freeway in our opinion. Another issue is associated with that is the sense of priority of the streetscape improvements versus the freeway improvements. The plans assumes these will be coupled because the funding is tied to federal funding for the freeways. Right now the lives and limbs of Portland citizens are being threatened daily as they try to bike and cross the streets on broadway in the vicinity of wheeler and flint. Thankfully as mr. Mayor you intervened to prevent some of that by putting up a temporary barriers at wheeler to prevent a right turn off wheeler, that has been the cause of a great number of pedestrian and bike accidents. What we would like to see, we have been working closely with the city and odot, which is one reason we're in strong support, is to give them additional resources to implement some of the suggestions that are in the this plan sooner rather than later. Specifically connecting diverting flint so it connects to dixon in the near term, which would allow us to abandon flint in that intersection at broadway which would clean that area up, cleaning up the sweep off the exit off i-5, southbound in potentially signaling wheeler for pedestrians. So people who are now risking life and limb to run across the street between the paramount apartment building and the left bank have at least some modicum of protection from

October 25, 2012

traffic. That is pretty much concludes my comments. If you have any questions, i'd be happy to answer them.

Adams: Thank you. Appreciate it. Thank you both very much. I'd like to call planning commissioners smith and hanson. Welcome back. How many more people are signed up?

Moore: Seven.

Don Hanson: I'm don hanson, volunteer on the Portland planning and sustainability commission. I'm here on behalf of our chair, andre baugh, who is on the beach somewhere. Since he's on the beach, he doesn't know what i'm going to say, which is interesting. No, he sent a letter to council October 5th that summarized the hearing we had on september 25th. Rather than read that all paraphrase a few points. At our meeting we voted to support quadrant plan, 80. We voted to support the odot facility plan 7to 1. So we really had strong support for this. We heard from the sac, we heard from the public, we heard from the staff during briefings on the public hearing. Everybody was pretty complimentary of the effort. The process was good, and I think the plan itself, the product is very good. The urban design component is creative, linking across i-5 is a great idea. I wish we could have done it long ago when we were building the rose garden. It's time to do it to really unify that neighborhood. Besides being creative, the plan is is very pragmatic. When I look at the staff did with odot, i'm impressed, its clever. They've taken an urban interchange and proved the safety factors, improved the circulation, without broadening the land take. Usually in the old days when you want time prove an interchange, you bought more land. But they've made this fit on the surface streets and fit in the envelope they have right now. And I think the improvements proposed are significant. So I think that's another positive aspect of this effort. The last thing i'll mention is the collaboration that people have already talked about. I'll just say how -- reinforce how important that is between the city and odot. As we intensify and get more density in our city, and all the inner city neighborhoods this, collaboration is going to be even more important. We've got a whole bunch of these situations. Not just Portland, a lot of other cities and towns have them too. So i'm very encouraged by the collaboration they came to our hearing together, they presented together, a good dialogue. That's all I wanted to relay. Thank you, mayor.

Adams: Thank you, commissioner. I appreciate your service.

Chris Smith: Chris smith, I was the lone dissenting vote and while I am a team player and i'm going to support the recommendation --

Hanson: I've come up here with hip, by the way.

Adams: Close within reach.

Smith: I do support a recommendation. I want to explain the reason for my dissent because I think it may influence how this project plays out, certainly how we think about future projects. First I was happy to join the unanimous commission in supporting the quadrant plan. I believe very much in the urban design and land use vision. It's the freeway facility plan I have some trouble with. And I have two points that cause me to vote against it, but I want to say there's a lot to like here. The fact the land use and transportation planning were done together, the fact the focus was on safety, as the driving criterion, and the attention to safety on the surface streets are things I support very deeply. My problem was in the choice of how safety was addressed. My first problem was with that. The question was, could we do this strictly with pdm and tsm measures or did we have to go to adding lanes. The conclusion by the project team was that there's enough lane demand in this area that if you simply do tdm, any traffic you move off the freeway will be replaced from demand. The challenge I had is that is based on the assumptions and the regional transportation plan which is the only detailed model we have. But our climate action plan assumes a level of vehicle miles traveled substantially lower than the rtp model does. Unfortunately, we don't have a detailed model yet we have a citywide goal for vehicle miles traveled in the climate action plan. We cant tell you on this freeway segment that translates to this much reduction. So the planners don't have a tool to

October 25, 2012

evaluate against our aspirations but my concern is were going to invest \$400 million and not know if its in conformance with our climate aspirations. That's a problem for me. The second point was really on costs benefit in general and the idea that the portland plan has an aligning spending across all the jurisdictions that provide services in the City of Portland. \$400 million dollars for one mile of freeway is an extraordinary amount of money. If I try and compare that against other needs of the city our pavement backlog not stands at 600 miles and there was not a dollar value in the last pbot -- its not an infrastructure plan for pbot in the last budget document. Mayor maybe you have a number. But I suspect that \$400 million would probably wipe it out. I know --

Adams: Next time the federal government gives money for maintenance, you -- until then, you are limited to federal dollars and limited to capital. You know that.

Smith: I understand that. But my point is that we have lots of needs around the city and I don't think there is good policy alignment if we're funding something of this magnitude in one place before we can organize the funding for the various needs around the city. Secondary point. Primary one alignment with the climate action plan. That is the reason why I voted no and I wanted you to understand the logic. Thank you.

Moore: The first four people would you please come up.

Adams: Hi, welcome.

Lee Perlman: My name is lee perlman, active member of the elliott neighborhood association. I'm speaking for myself. Largely here to re-enforce one point that he made. In this and other recent projects we have seen some acknowledgment and apologies about things that have been done in that neighborhood in the past. It is a little bit annoying to see that and then say and then we have one more for you to absorb. In this case the hancock overcrossing, which has a strong potential to have a really negative impact on what is left of our residential area. There has been talk of traffic calming. That assumes that it can be done effectively. It assumes it can be done without shifting the problem to other streets. It assumes that in the past, past history includes promises broken, and things that fell off projects because of value engineering. It is a little insulting to have it implied that this is being done for our benefit frankly. And I will give you a sense of my own values. In people who live on a street, people who do business there, people who own property, people who work there, people who do charity there, I think their needs come before those who spend a few seconds a day by any mode of transportation passing through.

Adams: Thank you very much for testifying. Mr. Bottomly.

Bernie Bottomly, Portland Business Alliance: Bernie Bottomly, Portland business alliance. Lee, if you are misquoted in the paper, you know who to blame. I just want to echo the comments of a lot of the folks that have spoken before. This is an incredibly complicated and difficult area of city from a transportation land use perspective. There is a tremendous amount of opportunity here. I think the staff did a -- city staff did a terrific job of working with a very large and very engaged group of stakeholders. I think we ought to compliment odot in particular for their approach to this project. I have been around the city for 30 plus years working on transportation issues. I can't remember an example of when odot has taken such an integrated approach to looking at one of their facilities, you know, a state facility that is really designed for through traffic. And analyzing that project in terms of its setting and the roads and streets around it that feed into it that go over it that come off of it. I think it is a great model. And one that we should really encourage odot to continue to pursue as we move forward. The alliance is very supportive of the land use strategy. We think that area holds great potential. The cities and the regions most powerful environmental tool is densifying the central city. I think this is a pragmatic plan and one that not everybody is going to be happy with every element of it but it is an incredibly complicated set of streets and landscape that will be hard to find an example of a solution that would solve every problem short of, you know, spending billions and billions of dollars. We do support the expansion of the freeway in that location, not only because it helps the flow of traffic in that area,

October 25, 2012

but also through that area. That is one of the feed in corridors to the port of Portland, which handles the vast amount of exports out of this region and as a trade-dependent state, that is incredibly important to us. We look forward to carrying this process on as we move to the west side and we think that model of consensus that we were able to build in the north, northeast quadrant will serve us well for the rest of the city.

Adams: Thank you very much. Welcome.

Betsy Reese: Betsy Reese, co-owner of the Paramount Apartments. Located at Broadway, Flint, Wheeler. Please accept this plan. The Rose Quarter area has been held hostage in more than the last two decades due to the lack of agreement on a plan for the ever-looming possible expansion of I-5. Having this plan in place will finally free the city to begin making local improvements to vitalize this area. Of top priority should be the pressing traffic safety fixes. Several block Broadway-Weidler area near I-5 is notoriously dangerous for bicyclists and pedestrians. I have been watching traffic mayhem at the intersection of Broadway, Flint, and Wheeler from our front step at the Paramount Apartments and pressing for traffic engineering changes for the last 14 years. Out of 22,000 intersections in the city of Portland, it ranks in the top five each year for bicycle motor vehicle collisions and this past summer, four bicyclists injured seriously enough to be transported to the hospital. On June 26th all of the key bicycle and pedestrian advocacy groups came together with city and state transportation representatives to ask for the safety changes now.

Odor immediately stepped up and began work in August to do the one part that is under their jurisdiction, the removal of the I-5 slip ramp. Special thank you to Andy Johnson and others for that. On August 2nd, the stakeholder advisory committee added their collective voice by unanimously voting to include in this plan the recommendation that safety-related surface street improvements be done now and regardless of freeway work or funding. Thank you to the SAC members and especially Phil Sellinger of the Willamette Pedestrian Coalition who introduced the resolution. On August 22nd, the city of Portland made the controversial and brave move to close Wheeler to right turns from Broadway. Special thank you to Mauricio Leclerc and Greg Raisman of PBOT, Steve Iwata of BPS, members of the SAC, Jonathan Moss of BikePortland.org who kept the pressure on. The four injured cyclists who did their part. All of the others who got this done, and especially thank you Mayor Adams, not just for the decisive move but bearing the brunt of the blame for this. We support this emergency measure as a quick fix that without exaggeration may be saving a life there today, but it does not come close to addressing all of the bicycle and pedestrian safety issues here, and unfortunately it just adds to the confusion, chaos, and road rage and blame that results. Additionally, it closes off important access for certain businesses and residences, and it is not a part of this plan. It is directly counter to this plan, which was so extensively publicly vetted. This plan fixes our intersection. We cannot wait five, 10, or more years or until never for the freeway work to make these changes. And we cannot wait for a fatality. Please, fix our intersection now, and as a first step, please signalize Broadway, Flint, Wheeler. Thank you.

Adams: Thank you very much. Karla, if you could. Welcome.

Mike Dowd: Hi. I'm Mike Dowd of Dowd Architecture, speaking on behalf of my clients, Sheet Metal Works. Carl Lyle took the wind out of my sails by agreeing with me before I had a chance to talk, but I can live with that.

Adams: There are worse things that could happen to you, right?

Dowd: I will -- I will summarize the main issues from Steve Streimer's letter. Streimer Sheet Metal was founded in 1946 and moved to their current location on North Knott in 1958. 280 employees, including 90 on their full block on North Russell plus other properties on three adjacent blocks. We were extremely concerned about the proposed rezoning of Streimer's properties from IG-1 to EX. I don't think anybody realized the problems involved until recently. EX does allow industrial use so it was a logical zone to propose to change to. But that is where the -- that's where the similarities between EX and IG-1 end. EX zoning would prohibit two activities most

October 25, 2012

important to streimer sheet metal. Outdoor work activities and outdoor storage. The -- it would also instantly make half of the -- more than a half block of their property nonconforming, meaning any new development would trigger mandatory nonconforming upgrades which means an instant 10% increase to the cost of every project that they do there. The -- the development standards of ex also dramatically different than in ig zoning. In streimer's case, that would make the plan actually backfire and create impacts that are the exact opposite of the goals of the plan. I could give you lots of examples, if you wanted them. Fortunately, there is great solution which carl mentioned of leaving the ig-1 zoning but changing the comprehensive plan to ex. We really appreciate him being flexible when we brought up the issues. Doing that would be a win win solution for everybody. So I ask you to alter the plan to allow the changes that carl suggested. Thank you.

Adams: Thank you. Thank you all very much.

Moore: The next three.

Adams: Anybody else wish to testify? We have one more seat in testimony will be closed after this. Would you like to begin?

Boris Kaganovich: Sure. Thank you, mayor and commissioners. I bring words of caution when it comes to the pedestrian improvements coming to the lloyd district. Many of -- what we're trying to create in the lloyd district is a reason for pedestrians to linger and that is really the vitality of the district. Sure, the improvements for transportation safety and surrounding it can be judged on their own merits. But as a pedestrian district, what one needs for vitality is short blocks, short store frontages, and realistically slow-moving traffic that accommodates -- particularly in off peak hours when you have not too much in the way of bottle-necking, you want traffic to move slowly so that pedestrians feel cozy and comfortable. In no way did we see that in the zoning overlay for the rose quarter. How you would create the assured store frontages, short city blocks, and potentially two-way traffic on broadway-weidler that would encourage this slow moving traffic in off-peak hours. Right now, even if you get the light across the street, it is not a cozy experience as a pedestrian. You wait, wait, wait, eventually the one-way traffic yields and you are able to cross the street. The proposal for weidler is a street that to pedestrians is not particularly interesting. You have the building setbacks, you have -- you need the ability to meet the street and sidewalk and we didn't see that. It is just a concern of mine I wanted to bring up before we spend all of this money to change our city. We should spend it in a way that will actually be successful. I come here merely as a concerned citizen. This is a lot of money to spend without an expected result.

Adams: Are you an architect or planner?

Kaganovich: I'm an engineer.

Adams: I figured. Thank you for your testimony. We really appreciate it.

Emma Colburn: My names emma colburn. Thank you for the opportunity to speak before you. I was born and raised in Portland since moving back here in 2009. I have tracked and testified this process and i'm happy to see that the plan does not -- well, okay. I think I finally waded through all of the like uracs, the sacs -- what is this all about?

Adams: Acronyms. We could put in just a few more.

Colburn: I dredged through and I think i'm starting to get it. I'm pleased to see that the broadway-weidler doesn't include further demolition, at least as far as I can tell from the plan. It doesn't include further demolition of the historic buildings in the region. However, the history of eminent domain and displacement that color this neighborhood is -- that history is still not erased and inequities that still affect our community as far as education and health care and specifically looking at african-american community, compared to standards and demographics in the white community still affect us, and that is something that we really, I think, have to come to the table with. So, we talk a lot, mentioned today, we talk a lot about environmental stewardship. Green biking. I ride my bike. That's great. We talk less about historical stewardship. Maybe that's

October 25, 2012

because it's a fragile topic especially when racial conventions that might wish are not part of our history are still part of the conversation. They are part of our history and they should be part of our conversation directly. And I know that race is a super touchy topic, but I think we need to talk about it directly. I wanted to thank Mike Warwick for his testimony about the efforts to preserve the Elliott neighborhood. And I would -- I want to further those a little bit. I notice that the language to me is not quite specific enough. It says encourage preservation of remaining culturally significant structures rather than like something like preserve culturally -- remaining culturally significant structures. Not -- I'm not an urban planner. I work for the school district. I'm an artist. So I'm not an urban planner but I do know enough about 2010 census statistics to know that the urban renewal corridors create displacement. 2000 and 2010 property values in the interstate urban renewal are -- does that mean I'm almost done?

Adams: You have 26 seconds.

Colburn: Between 2000 and 2010, property values in the interstate urban renewal corridor rose by \$100,000. In the same decade, one in five African-Americans moved out of that neighborhood.

This is one of the highest rates of displacement in the country second to Seattle. Basically there are no anti-displacement strategies in this plan that I have seen and I think that is a huge problem.

I don't like to name a problem without giving a solution. Talk it to me about historical -- heritage tourism maps on the region which dovetails on what you just said you were talking about how the neighborhood is not welcome friendly --

Adams: Have you got in touch with the Dill Club?

Colburn: Yes.

Adams: They're doing exactly that. They would love your interest and enthusiasm.

Fritz: Before we close testimony, maybe now would be the time to introduce my amendment.

Adams: Appreciate your testimony.

Fritz: I passed out an amendment which I believe it is entirely in the spirit of discussion --

Adams: Come on up.

Saltzman: Saved the best for the last.

Adams: Go ahead and introduce your amendment. I recognize you. Lloyd will come up.

Fritz: Thank you. This is in the spirit of what the discussions have been and would be a direction to the Bureau of Planning consistent with what is in the plan. And the -- the amendment is to introduce an additional whereas, whereas there is a history of gentrification and displacement in the north/northeast quadrant plan area, also to introduce another be it resolved that the Bureau of Planning and Sustainability will evaluate whether requirements as well as bonus incentives should be applied when intensification in zoning designations or heights map changes are made so that all new residential development will include a range of housing affordability.

Fish: Second.

Adams: Just so I know the legislative intent is to look at bonuses and affordable housing, could be other things than heightened.

Fritz: Right. But also to look at requirements as well as bonuses.

Adams: Moved and seconded. Any discussion on council? Hearing none. Call the vote on the motion to amend.

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

Fish: Thank you for bringing this forward Amanda. Aye.

Saltzman: Aye.

Adams: Appreciate it. Aye. Mr. Linly, you get the final testimonial word.

Lloyd Linly: Thank you, Mayor, Commissioners. As you can see, it was not a walk in the park. It was not a simple process. But we have consensus. Everyone gave to this process. And I think it was one of the best processes in my 30 plus years of public work that I have ever been involved in. So, kudos to everyone that made that happen. It's the first step in the central city plan. So

October 25, 2012

we're kind of the guinea pig or first process that others will be judged by. And it's on the way to a new central city plan, this central city 2035. We are looking to create livability, robust district, that reflect the values and aspirations of the neighborhood and citizens. There are two -- three items, three achievements that I want to call attention to. The first is clear recommendations for balancing urban design land use and regional local transportation throughout the -- throughout the quadrant. The second is a productive and fruitful partnership between the city and odot. I can't emphasize what others have talked about bringing odot together and focusing on urban design, and the urban aspects of the project. And then the creation of a planning and public involvement model that can be replicated with contextual adjustments for the next three quadrants. I would like to thank the participants, staff, and the design teams, bureau of planning sustainability, pbot, odot -- instead of going into a lot of detail, this is a great model for the future and other quadrants. I think we've broken new ground in bringing odot in as a partner, in that the entire city has federal highways within it, adjacent interchanges. I would like to recognize sam imperatti for his creative public involvement. We could not have gotten where we are without his work. The consultant team. And our stakeholders advisory committee. The process was new to me in a way in that it was consensus driven and straw polling to manage the debates. And the focus of the conversation, it created time management, clear consensus and enabled minority reports which you will find in the back of our recommendations. The stakeholder advisory committee recommendations memorandum provides an overview and key outcomes with sac conclusions and recommendations. I would like to talk about three items of emphasis or three achievements that I think it is going to require city council support for. First has to do with the edges that pose the special challenges between the central city and surrounding neighborhoods. And it was not easy, but we found amicable and designed-based solutions that will help the design commission and landmarks commission, who will both be involved in decisions around those edges to maintain the livability and the character of those neighborhoods. The second is perhaps the toughest, and that is implementation of the east/west open space spine. Open space, as we know, is very difficult. We saw what it took in the pearl district for jameson square and north park square and the fields. Also the park blocks in south waterfront, and it will be critical to the identity, liveability, and envisioned residential neighborhood of the lloyd district to have those in place and be sure that we can get those developed. And lastly, while preserving transit, automobile freight, circulation, pedestrian, bicycle connections, will provide greater access between lower albina and Mississippi and the rose quarter. And with the city and odot collaboration, we will see a lid on i-5 from weidler to hancock. This provides a way to knit the community back together. We have heard that a lot from the african american community, we have heard that culturally, and from a historic perspective and by placing a lid over i-5 creating the clackamas connection, we will begin to enable these neighborhoods to knit themselves back together and get to the willamette river, enjoy the asset that the rest of central city has. There are minority reports at the end of our recommendations, and at this time, I would like to read our -- the sac final recommendations to the council. The sac recommends to the city council that they accept the odot facility plan and cities draft north, northeast quadrant plan package. The sac also strongly urges council to support the city of Portland and odot to take immediate action to prioritize, seek funding for and address the most pressing safety concerns that have been identified. Both odot and the city staff and city staff have begun implementing safety measures for bicyclists, and pedestrians, at the Broadway-weidler interchange. They need your support to seek sufficient funding to continue this work. I think you have today from other testimony how important this is. I would like to thank you for the opportunity to serve the city, and to help shape the future of this district in Portland. One other thing, erik lovell, who can't be here today, as an active member and represents the industrial user, and lower albina provided a letter -- he has some concerns on follow through and I would like to call that to your attention as well.

October 25, 2012

Adams: Thank you. And thank are you for the great work on this.

Linly: Thank you.

Adams: Karla call the vote.

Leonard: Clearly this is a thoughtful process, a lot of cooperation, and multi-agencies, different jurisdictions and various interests in the community. Happy to vote aye.

Fritz: I appreciate the very thoughtful process and particularly combining transportation and land use planning in one project. Citizens stakeholder advisory committee has done amazing work as has the staff on this project. And the community stepping up and embracing yet more changes in this area and looking always hopeful for the future, aye.

Fish: Special thank you to everybody who came it testify. To city staff, to odot's team, our consultant team, and advisory committee in particular. This is an organic document, so we're embracing it as something more than a concept, but less than something locked into concrete. But if it -- its great value will be an able to guide a number of critical action over the next five to 10 years. I was struck by not only the -- just the incredible breadth and depth of the report but the quality of testimony that came before us. Both in favor and including concerns. Thanks again for all of the feedback, and joe in particular to your team congratulations. Aye.

Saltzman: Thank you to everybody that has been involved. Mayor adams for your leadership. I think this was -- sounds like a great process. A lot of people have agreed on much of this plan. I do share some of the concerns expressed about the hancock dixon overpass, or through area, whatever you call it, in terms of bringing increased congestion. I would want to see how we're going to make that an appropriate type of street that will speak to the needs of the near end neighbors. I can only imagine if hancock street would to be a through street east of 16th, of the same magnitude -- that would cause a lot of people to be very concerned about it. I think we need to be sure that we have traffic circles, other calming devices on the western portions of hancock as -- if we go through with the Dixon overpass. We do on eastern portions of northeast hancock. I think that -- I appreciate odot's really working with our people. This is a really sorts of a new chapter of I think of collaboration and it is great. It is nice to see improvements without taking up more land, which has always been sort of the historical axiom of how improvements get made in freeways. And finally, I should have picked up on this sooner, I was just thumbing through the minority opinions, since I was not aware they were there until lloyd mentioned them and I saw bob salinger's concerns from the audubon society. I want to echo something I think similar to where we just passed an amendment speaking to having affordable housing integration being part of maybe a density bonus. I think we ought to take a good look at bird friendly building designs and make that some sort of a bonus. We are talking about a lot of height under our fondest aspirations and I know that I have learned over the last several years, buildings kill birds, reflections in windows. Birds are near and dear to a lot of us. I would like to see, and I will revisit this in the quadrant plans but in future quadrant plans to make sure that we take an a closer look at that issue and how we might weave that into our sort of height bonus strategy. Otherwise good work to everybody. Pleased to vote aye.

Adams: In the course of seven months, city council has adopted new strategic plan for the city, Portland plan, completed the basis of the comp plan that will implement that. The concept -- the east side reference document, the central city concept plan and now the north, northeast concept plan. If they look tired, it is because they are. That's a lot of work. And I want to thank you joe zehnder our chief planner and your entire team for making this happen. We have a great local odot crew and I want to underscore the thanks to you all as well and all of the work and concern on safety all over the system that we share here in the united states -- here in Portland, I wish you were in charge of the united states freeway system, but, no, here in Portland. I would like to thank my staff, lisa libby, her team and the mayor's office for their work on this. I am very pleased to vote aye. So approved. We are adjourned.

October 25, 2012

At 4:00 p.m., Council adjourned.