



CITY OF
PORTLAND, OREGON

**OFFICIAL
MINUTES**

A REGULAR MEETING OF THE COUNCIL OF THE CITY OF PORTLAND, OREGON WAS HELD THIS **10TH DAY OF FEBRUARY, 2010** AT 9:30 A.M.

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

Commissioner Saltzman arrived at 9:35 a.m.

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

Items No. 207 and 210 were pulled for discussion and on a Y-5 roll call, the balance of the Consent Agenda was adopted.

COMMUNICATIONS		Disposition:
190	Request of James B. Lee to address Council regarding cost of replacing Sellwood Bridge (Communication)	PLACED ON FILE
191	Request of Joe Walsh to address Council regarding Veterans (Communication)	PLACED ON FILE
192	Request of Ibrahim Mubarak to address Council regarding homelessness (Communication)	PLACED ON FILE
193	Request of Calvin Martinez to address Council regarding homelessness (Communication)	PLACED ON FILE
194	Request of Barry Joe Stull to address Council regarding Police stopping bicyclists that do not have a back light (Communication)	PLACED ON FILE
TIMES CERTAIN		
195	TIME CERTAIN: 9:30 AM – Authorize the Mayor to sign a new Good Neighbor Agreement for PGE Park on behalf of the City of Portland (Ordinance introduced by Mayor Adams) 45 minutes requested for Items 195 and 196	PASSED TO SECOND READING FEBRUARY 17, 2010 AT 9:30 AM

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<p>196 Approve the updated Comprehensive Transportation Management Plan for PGE Park (Ordinance introduced by Mayor Adams)</p>	<p align="center">PASSED TO SECOND READING FEBRUARY 17, 2010 AT 9:30 AM</p>
<p>197 TIME CERTAIN: 10:15 AM – Accept Public Involvement Advisory Council First Annual Progress Report (Report introduced by Commissioner Fritz) 20 minutes requested for Items 197 and 198</p> <p>Motion to accept reports for Items 197 and 198: Moved by Commissioner Fritz and seconded by Commissioner Fish.</p> <p>(Y-5)</p>	<p align="center">ACCEPTED</p>
<p>198 Appoint Mark Fetters, Donita Fry, Marty Stockton, Desiree Williams-Rajee, Rick Nixon and Allison Wisniewski to the Public Involvement Advisory Council (Report introduced by Mayor Adams)</p> <p>(Y-5)</p>	<p align="center">CONFIRMED</p>
<p align="center">CONSENT AGENDA – NO DISCUSSION</p> <p align="center">Mayor Sam Adams</p> <p align="center">Bureau of Transportation</p>	
<p>*199 Authorize a reimbursement agreement with Portland General Electric related to work performed in coordination with the Portland Streetcar Loop Project (Ordinance)</p> <p>(Y-5)</p>	<p align="center">183524</p>
<p>*200 Authorize the Portland Bureau of Transportation to acquire right-of-way dedications, easements and other real property interests required for construction of the Portland Streetcar Loop Project No. T00014, through the exercise of the City's Eminent Domain Authority (Ordinance)</p> <p>(Y-5)</p>	<p align="center">183525</p>
<p>*201 Amend Intergovernmental Agreement with Multnomah County to continue planning services for the replacement of the Sellwood Bridge (Ordinance; amend Contract No. 52709)</p> <p>(Y-5)</p>	<p align="center">183526</p>
<p>202 Grant revocable permit to Jake's Restaurant to close SW Stark St between SW 12th Ave and SW 13th Ave from 7:00 p.m. on March 16, 2010 until 7:00 a.m. March 18, 2010 (Ordinance)</p>	<p align="center">PASSED TO SECOND READING FEBRUARY 17, 2010 AT 9:30 AM</p>
<p>203 Grant revocable permit to Paddys Bar and Grill to close SW Yamhill St between SW 1st Ave and SW Naito Parkway from 12:01 a.m. on March 17, 2010 until 9:00 a.m. March 18, 2010 (Ordinance)</p>	<p align="center">PASSED TO SECOND READING FEBRUARY 17, 2010 AT 9:30 AM</p>
<p>204 Set a hearing date, 9:30 a.m. Wednesday, March 10, 2010 to vacate a portion of SW 19th Ave and SW Seymour St (Report; VAC-10035)</p> <p>(Y-5)</p>	<p align="center">ACCEPTED</p>

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<p>205 Accept a \$98,000 grant from Oregon Department of Transportation to study crash data and develop a safety action plan report for the top-ten high crash corridors in Portland and support a regional traffic safety committee discussion on transportation safety (Second Reading Agenda 160) (Y-5)</p>	<p align="center">183527</p>	
<p>206 Amend Intergovernmental Agreement with Oregon Department of Transportation to add standard expiration date language previously omitted (Second Reading Agenda 162; amend Contract No. 30000333) (Y-5)</p>	<p align="center">183528</p>	
<p align="center">Office of Management and Finance – Enterprise Business Solution Division</p>		
<p>*207 Amend contract with SAP Public Services, Inc. to provide additional post go-live stabilization consulting services for \$200,000 for City SAP Enterprise Resource Planning system implementation (Ordinance; amend Contract No. 37969) (Y-4; Leonard absent)</p>	<p align="center">183533</p>	
<p>*208 Amend contract with Mouri Tech, LLC to provide additional technical consulting services for \$133,565 for City SAP Enterprise Resource Planning system implementation (Ordinance; amend Contract No. 38039) (Y-5)</p>	<p align="center">183529</p>	
<p align="center">Office of Management and Finance – Financial Services</p>		
<p>*209 Authorize general obligation refunding bonds (Ordinance) (Y-5)</p>	<p align="center">183530</p>	
<p align="center">Commissioner Amanda Fritz Position No. 1</p> <p align="center">Bureau of Emergency Communications</p> <p>210 Authorize a contract with Online Business Systems to provide program management services to the Bureau of Emergency Communications on behalf of the Portland Dispatch Communications Consortium (Ordinance)</p>		<p align="center">REFERRED TO COMMISSIONER OF PUBLIC UTILITIES</p>
<p align="center">Office of Neighborhood Involvement</p>		
<p>*211 Authorize grant agreements of \$36,584 for East Portland Neighbors and \$21,479 for Kenton Action Plan to administer grant funds for the Neighborhood Small Grants awarded to successful grantees in their respective District Coalition areas (Ordinance) (Y-5)</p>	<p align="center">183531</p>	
<p align="center">Commissioner Dan Saltzman Position No. 3</p> <p align="center">Bureau of Environmental Services</p>		

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<p>212 Authorize the Bureau of Environmental Services to acquire certain permanent easements necessary for construction and flooding on the Jameson Partners property adjacent to the East Lents Floodplain Restoration Project No. E07384 site, through the exercise of the City's Eminent Domain Authority (Ordinance)</p>	<p align="center">PASSED TO SECOND READING FEBRUARY 17, 2010 AT 9:30 AM</p>	
<p>213 Authorize a contract and provide payment for construction of the SE 83rd Avenue Wastewater Pump Station Project No. E08376 (Ordinance)</p>	<p align="center">PASSED TO SECOND READING FEBRUARY 17, 2010 AT 9:30 AM</p>	
<p align="center">Commissioner Randy Leonard Position No. 4</p> <p align="center">Portland Fire & Rescue</p> <p>*214 Accept a grant in the amount of \$136,800 from the Federal Emergency Management Agency Assistance to Firefighters Grant Program to purchase thermal imaging cameras (Ordinance) (Y-5)</p>		<p align="center">183532</p>
<p align="center">REGULAR AGENDA</p> <p align="center">Mayor Sam Adams</p> <p align="center">Bureau of Planning & Sustainability</p> <p>215 Strengthen invasive plant management by adopting the Invasive Plant Policy Review and Regulatory Improvement Project Report (Second Reading Agenda 155; amend Titles 33, 29 and Portland Plant List) (Y-5)</p>		<p align="center">183534</p>
<p>216 Accept donation of solar powered compacting trash cans from the Lloyd District Transportation Management Association (Second Reading Agenda 177) (Y-5)</p>	<p align="center">183535</p>	
<p align="center">Office of City Attorney</p> <p>217 Amend Legal Services Agreement with Ball Janik LLP for outside counsel (Second Reading Agenda 181; amend Contract No. 38231) (Y-5)</p>		<p align="center">183536 AS AMENDED</p>
<p align="center">Office of Management and Finance – Financial Services</p> <p>218 Authorize Lents Town Center Urban Renewal and Redevelopment Bonds (Second Reading Agenda 182) (Y-5)</p>		<p align="center">183537</p>

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<p style="text-align: center;">Commissioner Amanda Fritz Position No. 1</p> <p style="text-align: center;">Office of Cable Communications and Franchise Management</p> <p>*219 Approve settlement of claims with McLeodUSA Telecommunications Services, Inc. (Ordinance) 10 minutes requested (Y-5)</p>	<p>183538</p>
<p style="text-align: center;">Commissioner Randy Leonard Position No. 4</p> <p style="text-align: center;">Bureau of Water</p> <p>220 Approve Agreement to Initiate process for a land exchange with the Mt. Hood National Forest to exchange selected lands within the Bull Run Watershed Management Unit (Second Reading Agenda 156) (Y-4; N-1, Fritz)</p>	<p>183539</p>
<p>221 Establish watershed protection policies for City-owned lands in the Bull Run Watershed Management Unit (Second Reading Agenda 157; add Code Chapter 21.36; amend Code Chapter 21.24) (Y-4; N-1, Fritz)</p>	<p>183540</p>

At 11:50 a.m., Council recessed.

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A RECESSED MEETING OF THE COUNCIL OF THE CITY OF PORTLAND, OREGON WAS HELD THIS **10TH DAY OF FEBRUARY, 2010** AT 2:00 P.M.

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

Commissioner Leonard arrived at 2:12 p.m.

OFFICERS IN ATTENDANCE: Karla Moore-Love, Clerk of the Council; there was no Deputy City Attorney; and Ron Willis, Sergeant at Arms.

<p>222 TIME CERTAIN: 2:00 PM – Safety Recognition Day Awards (Presentation introduced by Mayor Adams) 1.5 hours requested</p>	<p>Disposition: PLACED ON FILE</p>
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At 3:02 p.m., Council recessed.

February 11, 2010

A RECESSED MEETING OF THE COUNCIL OF THE CITY OF PORTLAND, OREGON WAS HELD THIS **11TH DAY OF FEBRUARY, 2010** AT 2:00 P.M.

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

At 2:20 p.m., Council recessed.

At 3:02 p.m., Council reconvened.

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

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

	Disposition:
<p>223 TIME CERTAIN: 2:00 PM – Improve land use regulations through the Regulatory Improvement Code Amendment Package 5 (Previous Agenda 187; Ordinance introduced by Mayor Adams; amend Title 33 and Official Zoning Map) 1 hour requested</p> <p>Motion to amend the Recommended Draft as listed in the February 11, 2010 memo from Eric Engstrom, Principal Planner, sections 1 and 2: Moved by Mayor Adams and seconded by Commissioner Fritz. (Y-3; Fish and Leonard absent)</p> <p>Motion to amend Recommended Draft regarding wind turbine provisions: amend to increase maximum rotor swept area in Residential zones to 50 square feet; amend to increase maximum height of building-mounted turbines to 50% of the base zone height or 45 ft above the roof, whichever is less; amend as shown in Option One of Attachment A, dated February 5, 2010 (full exemption): Moved by Commissioner Saltzman and seconded by Commissioner Fritz. (Y-4; Fish absent)</p> <p>Motion to send the extending eaves into setbacks issue back to the Planning Commission: Moved by Commissioner Fritz and seconded by Commissioner Saltzman. (Y-5)</p> <p>Motion regarding retaining walls to adopt the language in Attachment D, dated February 5, 2010, with a sunset of six months; and move to refer this issue to the Planning Commission for a public hearing and their recommendation: Moved by Commissioner Fish and seconded by Commissioner Saltzman. (Y-5)</p> <p>Motion to continue the discussion and outreach to stakeholders on section 4, lots in the R5 Zone, and bring it back in three weeks; close testimony with the exception of section 4: Moved by Mayor Adams and seconded by Commissioner Fritz. (Y-5)</p>	<p>PASSED TO SECOND READING AS AMENDED MARCH 4, 2010 AT 2:00 PM TIME CERTAIN</p>

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224 **TIME CERTAIN: 3:00 PM** – Adopt the Portland Bicycle Plan for 2030 to create a new 20-year vision for further integrating bicycling into daily life in Portland (Previous Agenda 188; Resolution introduced by Mayor Adams) 30 minutes requested

Motion to accept staff amendments in February 11, 2010 memo: Moved by Mayor Adams and seconded by Commissioner Fish (Y-5)

(Y-5)

36763
AS AMENDED

At 3:33 p.m., Council adjourned.

LAVONNE GRIFFIN-VALADE
Auditor of the City of Portland

By Karla Moore-Love
Clerk of the Council

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

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Closed Caption File of Portland City Council Meeting

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

Key: ***** means unidentified speaker.

FEBRUARY 10, 2010 9:30 AM

[gavel pounded]

Adams: Good morning, Portland. Today is wednesday, february 10th, it's the year 2010. It's the 9:30 session of the Portland city council will come to order. Karla, how are you?

Moore-Love: Good. Thank you.

Adams: Please call the roll.

[roll call]

Adams: A quorum is present and we'll begin with communications starting with item no. 190.

Item 190.

Adams: Good morning, mr. Lee, welcome back. How are you?

James B. Lee: Very good, thank you. Mr. Mayor and members of the council. I'm james lee. I reside on southeast mitchell street in Portland and speak only for myself. Thank you for hearing me today. Several weeks ago the mayor and colleagues and other agencies sent a letter to the governors of Washington and Oregon asking for more control on the process involving the columbia river crossing and i'm here to support that and amplify it at the end of my testimony. I want to say although it's apparent that the Multnomah county bridge is -- the funding comes from the state of Oregon, odot, that's by far the greatest source of the funding. And Multnomah county, when I checked last year -- excuse me -- no money in that at all. And, in fact, I even checked with the auditor and the auditor had no -- Multnomah county auditor had no record of how the money was being spent. The point is that both of columbia river crossing and the sellwood bridge are grossly inflated projects. For something on the order of \$800 million to replace and odot is telling you it's going to cost \$3 billion or whatever, it's a lie and don't buy it. The same way with the sellwood bridge, saying \$324 million. \$80 million, something like that, would be perfectly adequate. I would suggest strongly, as far as we're fight can the present administration of the Oregon department of transportation, nothing really is going to get -- that is reasonable and cost effective is going to be done on these two projects. Therefore, i'd like to urge the mayor and his colleagues formally ask for the resignation of mr. Matthew garrett, the head of the department, the director of the Oregon department of transportation. In the 1920s and '30s, the Oregon highway commission had what is generally regarded as the finest bridge and engineering design section in the world. For all of the wonderful bridges on the coast and elsewhere and also a lawyer and very good economist and really a polymap. And his -- excuse me -- his philosophy of designing bridges was to go to the -- said in Oregon, we teach our engineers to go to the stream, design a bridge for utility and economy, and design it to blend with the terrain. Well, he must be turning over in his grave right now because these are just really, really dreadful projects. Thank you very much.

Adams: Thank you, sir, very much. Appreciate your testimony. Karla, please read communications item no. 191.

Item 191.

Adams: Welcome, mr. Walsh. Glad you're here. You just need to give us your first and last name and the clock in front of you will help you count down your three minutes.

Joe Walsh: Our system is good, but speaking with the oxygen is very difficult. Good morning, ladies and gentlemen. Gives me great pleasure to say ladies and gentlemen. My name is joe walsh.

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I'm a veteran. I was in the united states navy, 1962-1971. I came out and -- opposing the vietnam war and came here-to-today to talk about a visit by karl rove tonight. But i'm going to go I don't have-script. I gave copies of what my statement was going to be because an incident happen this had morning that just outraged me. I get a phone call at 8:15 this morning from the police department wanting to know about the demonstration. Now, i'm not the leader of this demonstration. It is recorded. I will supply it to anyone that wants it. The police officer said he wanted to talk about the demonstration. So why would he call me at 8:15 on the day of the demonstration? To get information? To make sure everybody is safe? Nonsense. It's a form of intimidation and you have a problem with your police department intimidating people. I don't intimidate very well. I was in the navy, I was in a war zone, there will be a demonstration. This man is coming to your city today is a criminal and should be before a judge and not getting \$35,000 for two hours' work. That's what the world affairs council is going to pay this traitor. Traitor, he is. He outed a cia operation. He's a traitor: \$35,000 plus expenses. And the police are calling me? Why don't they arrest him? I gave copies -- you can read my original statement, it's much more coherence but i'm really angry. I'm a nonviolent person but i'm telling you right now, if you keep shutting down the non-violence, you leave only one option. And somebody -- somebody in government that will wake the hell up: Thank you.

Adams: Thank you for your testimony, mr. Walsh. Karla, please read communications item no. 192.

Item 192.

Adams: Mr. Mubarak? All right. He's not here. Can you please read council communications item no. 193.

Item 193.

Adams: Calvin martinez? Calvin martinez? All right. Can you please read council communications item no. 194.

Item 194.

Adams: Mr. Stull? Hi, welcome back to council. Glad you're here.

Barry Joe Stull: Good morning, council. Last friday I was at the sisters of the road cafe when -- are you sure you have a ticket to eat here today and a minute or so later, beverly was saying, you're right, there's a reservation system. Sisters of the road has such an inundation of folks they have to scale back the service of serving meals here in Portland to provide a place. What I want to touch on is the quote which will be in my next candidate page that, gee, you were right, and I thought you were just messing with us. Well, that's what i'm doing here today. I'm right and i'm still messing with you. We had a comment earlier this morning about the police department and how -- the Portland police and how if they're going to be the mad dogs they are and the homicidal gang they are, people will get violent. That's not what i'm here about. I'm here to be non-violent. My issue is i've been engaged in an ongoing, unrelenting one-way street with the Portland police. I rode down on the max and my comment that mr. Mubarak and the other gentleman might be tied up. All the bridges were up than would include the steel bridge and the max. Who knows how they will get here this morning. I was delayed on the hawthorne bridge with about 350 bicyclists. I don't want to go over my time. On the max, I was talking with a gentleman and I kind of went into my comedy routine. Hi, this is the Portland police, homeland security, we have a fellow on the max who says he's going to kill a guy. Uh-huh? And it's on video. What should we do. Allow the video to be destroyed and let the guy go free? Ok. That's what the Portland police did. That happened to me. That's shameful and it's shameful that that fellow was a pge park employee and that pge park is going to give away -- given away by the city to a millionaire. Not a good policy. So my issue is i've been fighting government and racism police corruption in this little city for a long time. It's been fighting back and that's inappropriate and the Oregon vehicle code provides that a bicyclist is not without the proper equipment if they have a red light or a reflector. I had a copy of that statute,

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but you don't need a weatherman to tell you which way the wind blows. It's in the vehicle code. Look in the index, look up bicycles and equipment, you'll get to chapter 815.0280 subsection 2 parenthesis c parenthesis c and it will say that I was not violating the law when I was harassed by the Portland police. I want this city to start being respectable. Thank you. I have some materials.

Adams: Yeah, can you give that to Karla? That would be great. All right. That gets us to the consent agenda. Is there anyone who wishes to pull an item from the consent agenda?

Fritz: I wanted to pull 210.

Adams: 210 is pulled. Anybody else?

Fritz: There's another one. 207 comes back to my office, please.

Adams: Can you please read the title for 207?

Item 207.

Adams: Unless there's objection, 207 is referred back to commissioner Fritz's office.

Fritz: That's not the right one. Sorry. Find the one --

Leonard: You better pull that -- you better --

Fritz: 10 gets referred back and 207 was the one I wanted to pull.

Item 210.

Adams: Unless objections, item 210 is referred back to commissioner Fritz's office. [gavel pounded]

Fritz: Thank you.

Adams: 207 is pulled. Anyone wish to testify on the consent agenda?

Leonard: Wait a second. Was 207 intended to be pulled or not.

Fritz: Yeah.

Leonard: It is. 207 and 210.

Adams: 207 is pulled for -- and 210 goes back to commissioner Fritz's office.

Fritz: Yeah.

Adams: Karla, please call the roll on the consent agenda.

Fritz: Thank you very much, I want to notice that item 209, where we're funding parks bonds and saving the taxpayers \$400,000. I think that's terrific. Aye.

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

Adams: Aye. [gavel pounded] all right. We have two time certain. The first one is at 9:30 and I believe we'll please read the title for 195 and 196. Both non-emergency ordinances.

Items 195 and 196.

Adams: Welcome.

David Logsdon, Office of Management and Finance: Thank you. Good morning, mayor and commissioners. I'm David Logsdon with the office of management and finance. And with me is Mike from Kittelson and Associates. The decision to bring major league soccer to Portland requires an update to the current good neighborhood agreement and transportation plan. And this morning is the public hearing. The current good neighbor agreement and transportation plan have been in place since 2000 when Civic Stadium was last renovated and since 2000, PGE has been a good neighbor. There's been few complaints coming from the residents and businesses around the park and as a result, major changes to the good neighbor agreement and transportation plans did not seem to be warranted. Last November, we formed a workgroup with representatives from the park operator, from Goose Hollow and the Northwest District to look at the good neighbor agreement, discuss potential changes and updates and assess any impacts we could forecast from the arrival of major league soccer. We've made several significant improvements I would like to highlight. First is in the security program. There's a requirement that the operator have 24 hours, seven a day a week security presence within the park and also a requirement for all events there would be Portland police on-site in addition to the private security that they normally have there. On the litter program, the northern boundary had been Burnside Street, that boundary has been

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extended up to northwest flanders to capture more of the litter that may be placed in the neighborhood following events and on a daily basis, the operator will be cleaning the perimeter of the park. Parking enforcement, the neighborhood oversight committee will work with the transportation office looking at enforcement strategies for the neighborhood around the park with the goal to enhance the visibility and effective of the parking enforcement program in gearing up forel mls in the spring of 2011. The good neighbor agreement was recently approved by the boards of both goose hollow and northwest district. And with that, I would like too introduce mike from kittelson, a local transportation and planning firm. They were hired peregrine and he's here to provide an update and answer questions council might have.

Mike Coleman: Thank you, good morning.

Adams: Good morning.

Coleman: Brief you quickly on the comprehensive transportation management plan. I have a couple of slides.hopefully these power point slides will help. What I wanted to cover is the work we did, the objectives we tried to accomplish and then the specific measures we recommended to the good neighbor agreement working committee. Basically looked at four things to determine where -- a real starting point. The first item was to take a look at the current agreement and identify the measures that were most effective and in operation at the moment and given the input of those responsible for implementing those current measures and secondly, did a good inventory of the existing transportation infrastructure looking for the opportunities and liabilities for capitalizing on what the infrastructure has for managing parking and that sort of thing and looked for new and creative opportunities technology wise, a lot of things have changed in just 10 years and some of the strategies in the current ctmp and there's new opportunities through online ticket purchasing and that sort of thing to mitigate some of the transportation impacts of a large event. And then finally, we actually watched how people attend a major event. We looked at the timbers' playoff game in october. The weather was perfect, the game was a do or die situation and the attendance was over 14,000 people who was comparable for what we expect when major league soccer arrives. With that information, we tried to accomplish three things. The first is to discourage parkers from -- drivers from parking in the immediate neighborhood and secondly, find ways to make it as convenient as possible to travel to an event without using a motor vehicle and finally, for those who do drive, we wanted to come up with strategies to help them go directly to a driving space rather than circling around the neighborhood looking for that one stall that's not there. And working think way out until they finally find it or get frustrated enough to use an on-site parking lot sort of parking opportunity. So with that, we came up with 12 measures. Many of them are already part of the current ctmp. A few new. Three ideas to capitalize on the light rail service were to perhaps extend the free rail zone out to goose hollow in order to make it easier, more convenient for folks to use the parking garages in the central business district and then use light rail to get to the park. Secondly, adding additional max trains after the events. That's usually when obviously the biggest crush is. Everybody wants to go home at the same time and if that part of the event goes well then light rail would be that much more attractive for folks. And thirdly, this is a continuation of the current practice, which is to provide a free day of game -- tri-met pass for everyone who is a season ticket holder. Right now, I think there's maybe -- if I remember correctly, maybe 700 season ticket holders at pge park. When major league soccer arrives, that hopefully will reach 12,000. All 12,000 of those would have the option of receiving that free pass. Bicycle parking, the event in october was a great illustration of the potential for bicycling to an event. With the weather being perfect, being a day game when folks could come and get home before dark, we saw bicycles, counted 236 -- exactly 236 bikes in the immediate area. During the game. So that was encouraging to see what happened in that circumstance. An additional measure -- well, two measures we have in mind is to increase the amount of permanent parking in the immediate area. We anticipate within a very quick field study, there's about 70 permanent stalls or -- call them stalls -- parking

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opportunities for bikes right now. That could increase by another 170 if you're just looking at the area bounded by 20th, burnside, 17th, and salmon. Those will all be public space. All be racks that would be available 365 days a year, but certainly be available for the events at the park. A second strategy that we've proposed is to actually provide secured parking on the days of the events. We hope that maybe that could actually be housed in the stadium, there isn't an opportunity for that kind of space. But actually to establish something on a day -- the day of the event sort of situation outside the stadium. That way, folks bringing their bikes and they have valuables they aren't able to bring into the stadium could have their bikes securely parked and monitored during the game.

Adams: In Toronto, I wasn't at a soccer game, but I was there years ago for a different sporting event and their local version of the bicycle transportation alliance had sort of temporary secured concierges. Exactly like what you're talking about. It worked well.

Coleman: It's something we would want to emulate. As far as car parking, several measures, first to retain the current rfpp program. Certainly, to consider, i'm not sure where the group finally got, but consider reducing the time a person could park in the residential area to 90 minutes. The thinking there is that the -- currently a lot of the area is two hours for visitor parking which was plenty of time to keep a baseball fan from parking in the neighborhood for a three-hour game. The soccer match tends to be right around two hours. So there was thought to reduce the time in order to discourage soccer fans. The third measure would be to heighten the enforcement, which Dave mentioned and just the sheer presence of the enforcement earlier in the event and throughout would be an effective way of reinforcing the parking restrictions. And measure 9, to actually offer pre-paid event parking with the person's ticket so they can know exactly what parking garage or parking lot to go to. Other than a few more idea that's didn't fall into a nice category. Knowing that mls is likely to draw from a broader regional base, there may be opportunities for special bus service from other communities and that sort of thing, or the more common restaurant hosted bus and trying to encourage that use in order to reduce the number of car that is actually arrive and need to be parked. Measure 11 would be to come up into the 21st century and make the websites for pge park and timbers and Portland state vikings a really good source of information. Hopefully in real time when -- the day of the events as well to assist folks in getting to the -- to and from the events ann as conveniently as possible. And measure 12, considering closing e-eastbound. Most of Morrison is an one-way street entering this area and if we can close half the street, with would create a new space, kind of a wildcard space for different opportunities and since we originally proposed this idea, there's a lot of interest in possibly making that stretch one-way westbound permanently and reclaim some of that street space for other uses. The community year-round and events in particular.

Adams: Did you -- so a question. From folks that live in the southwest -- near the stadium on the north side of burnside, is that right? Southwest quadrant of the neighborhood, but north of burnside, there's been some concerns expressed that the permit marker system is -- might not be adequate or out of date or been removed. I can't remember, we'll hear testimony. Did you look at those issues?

Logsdon: We haven't heard that specifically. We have staff from pdot, parking enforcement. I think there's some concern about there's two programs in n.w. and maybe merging them into a single program, because there's confusion about -- they do have a bit of different regulations on them and they're abutting each other so there's talk about maybe a single program would be more understandable.

Adams: We've got a partnership with the neighborhood and business district so look at that, but just on a more temporary basis, we'll hear testimony but might want to look at something to make sure that we fill the breach.

Logsdon: And at this point, I think we have representatives from both goose hollow and northwest here to give testimony from the neighborhoods.

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Adams: Great, do you want to come up? John, are you testifying, julie? Barry. And then questions. Welcome back, glad you're here. Thanks for joining us, julie. Do you want to go first?

Juliet Hyams: Ok. Good morning, i'm juliet, I live at 2324 n.w. Marshall and here today as president of the northwest district association and I would like to thank you for the review. We've gone through it with a fine tooth comb and I would like to thank john for the time he took listening to our concerns and incorporating them. I reached out to the neighbors you mentioned in the southeast portion of our neighborhood. We call them nwse.

Adams: Otherwise known as [inaudible]

Hyams: You can't pronounce it. Since they are the immediate neighbors and the residence expert on what it's like to live near pge park and incorporated their feedback and let them know they have a voice and the document is a lot stronger due to this process and i'll be sending a letter of support from my board. One concern I wanted to highlight that the letter mentions is the need for a robust enforcement in zones k and l, or whatever zone it turns out to be and we feel it's critical to preserve the integrity and liveability of the neighborhood. So thank you very much.

Adams: So -- john?

John Bradley: Good morning, my name is john bradley, 2350 n.w. Johnson. I'm here today on behalf of the nwba and the planning committee. We believe the gna you have before you is a better agreement than the one that preceded it. The new agreement takes into the fact that pge park and the neighborhoods will be trading off fewer events for more intensive ones. In response to this, the new gna and the ctmp, better security and trash patrols and parking enforcement. Pge park has always fulfilled its obligations to the neighbors and we know it will continue to do so. We wish to express thanks to ken from the park and david from the city for making this a much easier process than the last go-through. [laughter]

Adams: I remember that one.

Bradley: Yeah, and specifically, in terms of -- the k and l zone, we had the oversight committee didn't make any specific recommendations other than more enforcement and the times will have to change there. Soccer is a 90-minute game with a half time and maybe overtime. But right now, you've got a two-hour parking window, most of it. That has to be changed. And if you read kittelson's report, currently, the average amount of time a person spends parked in a 60-minute parking spot in that area is two and a half hours. So clearly there's some scofflaw stuff going on. So we recommend that stops so we need to upgrade the parking enforcement and for more speck recommendations, we've left that to the committee the mayor has formed to look at the entire arrangement down there. We didn't want to fly off and do stuff.

Adams: Thank you. Did you have a question?

Fritz: Are you satisfied with the noise regulation?

Bradley: They remain essentially the same. The only thing we've said, it's our understanding there will be no -- a new speaker system put in and so we requested that that new speaker system be tested in the same way the old one was tested and that was to hire an outside consultant to take decibel readings and that should be done because we have new buildings and we get new bounces.

Fritz: Thank you very much.

Adams: Jerry.

Jerry Powell: Ladies and gentlemen of the council, mayor Adams, i'm jerry powell. Reside at 1926 southwest madison street. I'm the planning chair of the goose hollow neighborhood association. You have a letter in front of you to the council with respect to the good neighbor agreement and the ctmp from the goose hollow board. Our neighborhood follows the -- as well as the northwest district association supports the gna. And we accepted the ctmp and appreciate the input we were allowed to have into shaping the way the ctmp was done. And -- ctmp was done and are in support of its recommendations. Two of us here, john and i, were both parts of the first go-around that he referred to. And in the 10 years since we did that, we've been both I think surprised,

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and very much delighted that it's worked as well as it has. We recommend that you consider a similar process, as a matter of fact, for other sports and interment venues in the city. Possibly even ones that don't specifically belong to the city. The good neighbor agreement doesn't answer all the challenges to neighborhood liveability and some of those reside in the trust that's been formed between the neighborhoods and the city with respect to parking enforcement. We assume that this is going to be an ongoing discussion. John brought up the time period that is also a problem in goose hollow. I mean, I -- I expect that the character of the parking is going to change some. Soccer fans and baseball fans share interest in the same venue and that's about all. The -- a baseball game fans in front of my house, which is only two blocks from the stadium, tend to arrive wednesdays and tuesdays in their suvs, and the folks that come to soccer games tend to arrive four at a time in a honda. It makes a difference in the way the area parks. We haven't figured out how the deal with legitimate users of on-street parking in those periods whether there's a game or not. That's something we need to figure out and I assume that we and pdot are going to be in some long discussions about that. Thank you very much.

Adams: Thank you very much, and I just wanted to underscore for council's consideration in addition to juliet's most recent work that you were part of the original 10-year-old good neighbor agreement with keith that worked for the mayor's office and it's great to have you for both. Thank you very much. Anyone signed up to testify?

Moore-Love: We have one person. Pete colt.

Pete Colt: Good morning, everybody. Mr. Fish, thank you. Mayor Adams, thank you. You heard our concerns. And i'm one of the stakeholders in that little part of the city that nobody wants to identify. Here's what we should call it. Call it what it is. It's the kid zone Portland. More than 100,000 children a year walk in that neighborhood I watch them every day. Hundreds sometimes walk by my window and it's a great experience. Let's call it what it is. I want to thank ken from pge park for the work he's done and juliet and john. They really did listen to our concerns in that part of the city. Overall, I give high marks to what we just saw. I would ask this, though: During the soccer games, consider a hour parking. I would ask to consider parking -- the parking enforcement cars on n.w. 17th, 18th, 19th, 20th, and 21st. At couch. Or at burnside, just to deter what's going on. The -- i'd ask that zone k and l are merged. I live on 18th between davis and everett and 18th is split, the east side of 18th is zoned k. The west side is zoned l. As john said, we have parking scofflaws. This weekend, I made the city \$300. Called parking enforcement and get them out. I give them high marks as a bureau. They're effective, efficient, courteous and always there when you call them. Is somebody here from parking. Yeah. So let's see here. After 11:00 -- ok. We know we've had rapes in my neighborhood. First we had the homeless woman being raped last spring and last summer we had women walking home from the marathon tavern and the gypsy on 21st, followed them home and sexually assaulted them. One in front of rose haven and one in front of the northwest children's theater and school. Every day, I go out with my -- and pick up the condoms left over on the weekends. Now, I got to tell you, some months I pick up maybe 50, 60, 70. We have this many children coming into the neighborhood, it's a problem. Kids are faster than we are. By the time they reach the condom and put it in their mouths, hepatitis germs -- if you don't know how long the germs can last outside of the human body, look it up. You will be surprised. I'm asking after 11:00 we make it a tow away zone. One zone, a tow away zone after 11:00 than would calm what's going on in our neighborhood and calm the noise that happens from the bars and everything that goes on after the games go on and I would say that's about it. I just -- I thank you again, mayor Adams.

Adams: Appreciate it.

Colt: One more quick thing.

Adams: You're out of time.

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Colt: I wanted to thank all of you. I set out a year ago. I didn't have time. I had to dump the condoms instead. It takes a lot of energy and dedication to do what do you and you give up a lot of free time for us and I appreciate that. Thank you.

Adams: Anyone else wish to testify on 195, 196? All right. They both move -- oh, you had questions, sorry.

Fritz: For staff.

Adams: Staff, if you can come back forward. John. Both of you.

Fritz: Thank you. It's as good to hear when citizens have felt the process has gone well and they're happy with the results. Thank you for the good staff work on that. The good neighbor agreement references the comprehensive transportation management plan but sounds like the plan is aspirational. How much that you're setting out are we agreeing to do.

Logsdon: In terms of the light rail and those issues, I think there's a 10-year history of the park operator and tri-met working well together on transit issues and tri-met's always been responsive in addressing the need for higher levels of light rail service for larger events so I think that's just a continuation of the current operation. The park operator is very much committed to the programs that are geared toward the season ticket holders. Offering a choice of, you know, pre-paid parking or a transit ticket for that day or if we establish this secure bike corral that they would get -- there may be a charge for that. They would get that. So that they are committed to implementing that type of program. It's good for the customer base and business. So we really don't have concern that they'll follow through on those things. And they have been doing that already. The transit ticket for season ticket holders is already an existing program they implemented two or three years ago.

Fritz: They pay for that or --

*******:** They pay for that, yes.

Fritz: That's very good. The bike parking, they do that at the Oregon ducks games and I have familiarity with that, the Oregon duck football games, the 60,000 spectators --

Logsdon: I don't think there's a specific site. They could rent parking spaces within a surface parking spot nearby and set it up there or a potential temporary street closure which they do for Portland state games and that could be used for the bike corral.

Adams: If the neighborhood and group concur, the love the idea of the temporary street closure for the bikes and a bigger plaza for people to go.

Fritz: Back and forth, what's the status of extending fareless square and who would pay for that?

Logsdon: At this point, it's an idea. We would certainly want to have further consultation with the council to see if that's an idea the city would want to pursue. We have not talked to tri-met about it.

It came up in our discussions as, you know, an idea that would facilitate parking downtown and coming to pge park. So we would need some direction to pursue it. Certainly need to work with pdot on a project like that.

Fritz: And would this be always or just game days and concerts and such?

Adams: That's part of the negotiation.

Logsdon: Yeah, what would work best and getting tri-met's feedback.

Fritz: If peregrine would be willing to participate in making a ticket for the game, the extension of fareless square --

Adams: The number is like 260,000.

Fritz: What number is 260,000?

Adams: I think the price tag is about \$260,000 to extend fareless square for the pge stop.

Fritz: All the time?

Adams: All the i'm.

Fritz: I'm wondering if there's a strategy whereby your game ticket or concert ticket counts as the extension of fareless square.

Adams: We'll look at it. We'll look at it.

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Fritz: The other thing I was wondering about, there's nothing in the report about the capacity of the smart park or using the rose city garages and getting people on the max to the fareless square in the fareless area.

Campbell: All the garages within fareless square would be -- i'm sorry, the -- the free rail.

Fritz: Free rail. All of those garages might be that much more convenient and accessible if the rest of the trip were free.

Fritz: What is the capacity of the smart parks on weekends?

Logsdon: I think in round numbers about 2,000 parking stalls between the two. The one on morrison and 10th and alder.

Fritz: How many are available and what have we looked at in terms of rose quarter parking garage as an encouraging -- people coming from outside of town to go there and catch the light rail. I think that would be a helpful strategy.

Logsdon: We can look at that again. It was a strategy in 2001 and they found they had very, very few patrons willing to park in the rose quarter and get shuttled to pge park. They had extremely low numbers and it was abandoned after the first year.

Fritz: If we can believe what the emails are telling us, that folks are come interesting seattle and bend and from the coast, they're excited about this different kind of major league soccer, we're told we're going to attract people from outside, if there's a way to direct them to the rose quarter, our gauges we get -- our garages we get revenue from, that would be nice. Otherwise, I can see them doing that, circling around the park, looking for parking and there isn't any. So I think that would be helpful. The last question, the city commits to the increase in enforcement that's been requested?

Adams: Yes. Thank you. This moves to a second reading next week. Both items. [gavel pounded] can you please read items 197 and 198.

Items 197 and 198.

Adams: Commissioner Fritz.

Fritz: Good morning, thank you for being here. I'm happy to introduce the public involvement advisory council's first annual progress report. We appointed both community members and city staff members from 13 bureaus and charged them to work together to develop recommendations to help the city conduct more consistent and meaningful public processes. Today, they return to share with us their progress over the last year and to obtain our input as they move forward. In the first year, the public involvement advisory council has successfully maintained a strong group of 30 members and that speaks to the enthusiasm of both staff and community members in working together and recognizing this is an important committee and pleased with how diligently the group that be working to define the areas that we can improve upon in the city. Some of my staff have attended the meetings and are very impressed. Greatly appreciate the work from the office of neighborhood involvement, and also many thanks to all the members for the countless hours you've put in. Now i'll turn it over to three public involvement advisory council members.

Linda Nettekoven: Thank you, commissioner Fritz. Mayor Adams and council members. We're here with great enthusiasm to give you an update on the work to date and plans for the future and to seek your feedback on those things. We're hoping to present the public involvement principles to you, which we'll talk with you more later. And here to ask that you partner with us in sharing this product with the community. Engaging them also in an online survey which will soon be up for their use and supporting us in any way you can in taking our work out to the public. So we're able to involve them meaningfully in the process we're undergoing here. We're going to take a moment first to remind you why we were created. Even though Portland is sometimes seen as mainline or central city in terms of process, there remains a good deal of frustration in the city due to lack of predictability and consistency across city processes. As a citizen member I can testify to the shifts we go sometimes from pdot to planning even in the course of the same project. So trying to find

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predictability and consistency for both sides of the equation and we have reports from folks of a lack of resources or guidelines or support for city staff who are trying to do the public involvement work they're charged to do and want to do and recognize the challenge of creating a versatile tool that works across bureaus. We know that a cookie cutter model is not a good fit here in Portland and devoted time to think about how to structure things so we have a set of overarching principles at the same time we have flexibility for bureaus to be able to tailor things to fit their needs. There was a lot of bureau work. Especially project nine. And then the public involvement taskforce was created and all of these previous efforts spoke to the need for an ongoing group to be created to try to shepherd the implementation of a more comprehensive public involvement effort in the city that spans both side of the bridge, the community side and culture here at city hall and that's what we're try doing.

Jen Closius: What make this is group unique, we were charged by you to create some public involvement guidelines. We were charged with supporting the implementation of those guidelines and we were charged with giving you recommendation to accept and for us to help -- hopefully, for us to help implement them. At this point, we're made up of 13 community members and 13 -- representation from 13 bureaus and I would like to ask all of the piac members to stand up. [applause] and we would like to recognize the representative who has absolutely kept us sane through this process. [applause] we started out by trying to come up with guiding principles. What were the core values we shared that would create a process within the city to involve the community at a higher level? And those included, first off, representation. Reducing the barriers to participation. In group definitely incorporated a variety of perspectives. Members of small businesses and we're trying to really model a partnership of collaboration between community and the government. We've tried to create an atmosphere in which we can be effect I have. We've seen community involvement attempts before. We've tried to build on the past city's attempts and trying to ensure our work leads to tangible, measurable outcomes and trying to ensure we increase the quality of participation and trying to ensure the sustainability of high-quality participation. And for that, we're going to need consistency. Portland, again, with your leadership, appears to be leading the nation with this model. We're creating shared guidelines and expectation that is bureaus can adopt to fit their needs and as linda says, we recognize we cannot expect a cookie cutter approach. But we would like to create a basic level of consistency across the city that will increase the public's ability to understand how they can get involved. This will provide bureaus with the resources and guidance on how they can create public involvement. This is a partnership between community and government, it's innovative and as I said, as best we can tell, this is the first time in the nation something like this has been created by a city government and supported by the government to create this participation. And finally, implementation. Past groups have had outstanding recommendations but they were temporary ideas. So we're committed for the long term. Not only to create these, but to help the bureaus to implement them. Specifically, incorporating action steps, monitoring, evaluation, and to all of our recommendation to council, we will be providing ongoing guidance and support to the bureaus for any recommendations that council approves.

Adams: Can I interrupt you. We have a special group behind you. Where are you from? Mill park elementary? I hear the smartest kids in the city are from. Is that true.

*****: Yes.

Adams: Welcome to city council. we represent you and are you enjoying your visit?

*****: Yeah.

Adams: Is it your first time to city hall?

*****: Yeah.

Adams: Are you studying hard?

*****: Yeah.

Fritz: That was quieter.

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Adams: We're glad you're here and hope you enjoy your visit.

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

Adams: Sorry to interrupt.

*******:** That's great. Thank you.

Fritz: Public involvement, right?

Adams: That's right.

Donita Fry: That's the best way to start well, our youth. The collection that Jen was referring to took the first three months of the work of the piac group, identifying the guiding principles and the next three months taken to review the past recommendations and building on the past efforts, if group looked at 65 prior recommendations include an effort identified in an earlier slide and three natural categories emerged and formed our working groups from these categories which are the community empowerment group. Which will -- came together to support 'an increase -- and increase the city's skills and ability to engage the community. And next, the policy group emerged to advance quality public involvement. And then a process group which will design internal guidelines that guide and support bureaus in implementing quality public involvement processes. The community empowerment group will continue to work on focuses on non-geographical communities who do not often participate in a formal neighborhood system and we'll reach out to city council, to the bureau directors and community groups and the community at large to assess what has been done that works well. What we've tried that does not -- has not worked with the past. We'll analyze the assessment data and our efforts will be focused on providing bureaus with best practices, support and a model of how to effectively include non-geographical folks.

Nettekoven: And on the policy public committee, the group that took the first pass at drafting the public involvement principles you've received. We tried to draw the best of the previous work that had been done by citizen groups here in Portland and look at what was happening in other places and then we had the remainder of our public involvement advisory committee do the final tweaking on the wording. So we're trying -- hoping to bring these principles back to you for adoption and as I indicated earlier, we have about -- we're about ready to launch a way to involve the community in an conversation about them. We're also wanting to sort of point out some of the special parts of these guidelines, we think probably every word is special after working on them for something. But the partnership notion, two-way conversation, the city and the community together, the conversation is going up and down channels both ways and early involvement so that citizens and community members are involved in helping to define a problem or issue, and not just respond to solutions further down the line. We're definitely look looking at building relationships and community capacity throughout the work we do. Our goal is always to have collaborative working relationships and long-time learning opportunities for community partners and stakeholders and city staff as well for any of our processes. Obviously, inclusiveness and equity is a big one. Trying to look at where we are now, but also keep in mind things that have not worked as well in our past. That we perhaps can find ways to correct in the present. Trying to find ways to -- to make sure that historically excluded individuals and groups are involved in processes that makes sense to them and tap their knowledge and skills and contributions for our community. And obviously, good quality process and design and implementation. That's a given. We want it continue. It's not more process. We're after better process. So no one's time is waste ever wasted of transparency. Again, no matter what tweakings and tailorings bureaus need to do, transparency has to be a principle that overshadows everything else so that the public receives the information they need to be able to participate effectively and understand what's happening. And accountability, finding ways for city leaders and staff to be accountable to make sure there's meaningful public involvement throughout the work of our city. So we have some work to do with our principles. We have some benchmarks and outcomes included with them. And we'll be continuing probably to refine them. Thinking about ways we can all be more accountable as we do this work. We're hoping also we might take a

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baby step, which would be to have staff begin to do supplemental staff reports with ordinance packet when they come to council that speak of what processes were involved in the given product and look also at what changes may have occurred as a result of the public being involved in those processes. And in the perhaps more distant future, hope each bureau can come up with their own public involvement plan that's embedded in the larger set of guiding principles but tailored to the particular set of stakeholders that each bureau is likely to encounter in the course of doing its work.

We're hoping that we can serve as a resource and support to bureaus in developing such plans and also in implementing them across time. One strategy perhaps would be to work with bureau advisory committees to involve them to strengthen them and in the public involvement design and implementation of processes, but these are the things we want you to consider and give us feedback on.

Fish: I have one question, if I could --

Nettekoven: Yes.

Fish: -- I go to a lot of meetings where people like you show up because you have -- it's almost a full-time passion to be engaged in good community process and representing your neighborhood and pitching good ideas and that's great. But you have identified inclusiveness and equity as a key goal. That's a challenge. A lot of the people you suggest you want to reach are people struggling in this economy or have families and the hours we schedule things may not fit with their lives or they may not have enough information on what's going on and the like. I think all of us as bureau heads would welcome ideas of how to do a better job, but this is a challenge. Because what we hear a lot of from most people, they have no time. They're racing around. And we can schedule it at any given time but it's still not convenient for hardworking people struggling in this economy. We welcome ideas how to bring new faces into the conversation.

Nettekoven: Yes, I think that's what brings a number you have us to the table, to try and expand the reach we have within the city activities so that the full diversity of our city is involved in a meaningful way. And again, in ways that don't waste our time or somehow make us feel devalued from having participated in the process.

Fish: Thank you.

Fritz: I heard two specific requests and maybe there were more. One to ask staff to include a public involvement item in preparing reports to council. In addition to a fiscal impact statement. There would be a public involvement statement saying what was done for public outreach and how the process was changed in response to that. Is that what you're making now?

Nettekoven: Yes, we've talked with folks in commissioner Saltzman's office because we've instituted a similar thing in the past. But this is something we would like to come work with the appropriate people to come up with a draft form for that and actually see it implemented.

Fritz: That's standard and sometimes the answer would be not applicable.

Nettekoven: Exactly, a lot of those boxes sometimes.

Fritz: Exactly. So I'm interested in getting that done. In the early days of neighborhood associations that was one of the things that got respect for neighborhood associations was mayor Goldschmidt and others on the council would say people who came to the staff, what was the neighborhood input and how did you change your product in response to it? It would be helpful if every time we have something on the council agenda, that is included as a matter of course. The second thing I heard you talk about, was bureau advisory committees, am I -- my understanding is that many bureaus do have them that meet year-round and some do not.

Nettekoven: From our knowledge, we tried to research, what was currently in place, as we began to brainstorm opportunities and possibilities with our work and the -- actually, perhaps when Jan gives her report, one of the things we've been working on is the budget process as the hallmarks of public involvement for our city and that brings into play, budget advisory committees and in some cases they serve as bureau advisory committees.

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Fritz: Do you have more on that?

Closius: Yeah.

Fritz: Thank you.

Closius: The process group did decide to take a look at the budget process because everyone who lives or works in the city is directly impacted by the budget process. We recognize it can take years to figure out how Portland city budget works. But given that, on the screen, you can see the areas we're specifically trying to address and to that end, we've been observing and researching and evaluating existing practices on bureau budget advisory committees. We've gone to bac meetings and interviewed budget coordinators, budget advisory committee members both from the staff side and the community member side. We have gone looking at websites finding budget -- where there were public meeting announcements and budget documents, draft documents and minutes for meetings. How can a citizen become informed, if they chose to. And again, we recognize that bureaus don't have the same resources or staff to put on to this process, but what we're trying to do is develop a range of best practices that budgets could -- that bureaus could select from in order to encourage public involvement. This summer, the process groups hopes to come back to council with specific recommendations on how bureaus could be more inclusive, how they can educate members who want to be involved in the budget process and how they can encourage community input from non-geographic communities. So coming soon in the summer.

Fry: Part of the work that the -- the beautiful thing actually about these three different groups is that their work aligns and supports each other. The community empowerment group will assist the bureaus to build relationships with the communities after -- involving all of the stakeholders, community groups and city bureaus and the community at large in the process of determining what works well for our communities will help bridge that gap that commissioner Fish is talking about. People who don't have time to engage in the city process. When they're involved with helping to identify what works well for them and what's successful for them in terms of becoming involved in our processes, then we have more of an ability to be more inclusive and equitable within our decision making. We will also continue to coordinate with danielle brooks in the title 6 work, but even though the two efforts are separate, they help to support a common cause. We'll refine our recommendations and seek adoption by city council and then we will work with work with city council to support implementation throughout the bureaus, developing processes down the line. Perhaps a resource guide book or model that people can come to, a central location to find out more information and ways to become involved in the city. In closing, I wanted to say that we have a lot of hard work ahead of us and Portland has the potential. I have been at several different meetings over the last months and heard this -- this -- it mentioned in different arenas, that the city of Portland is known nationally for urban planning and progressive ways but wouldn't it be wonderful to be known for our inclusion and equity as a city. When we have equity, we have sustainability. We invite you to give us your thoughts and encourage everybody to fill out survey that will be coming online next week. We'll have hard copies that will circulate into the community and non-geographical communities as well. Thank you.

Adams: A couple of thoughts and suggestions. One, I want to thank you for your work. I really appreciate it. And to follow up and amplify on commissioner Fish's question. I really want you to dig in and find out who the -- who's attending and involved and not involved? I need that baseline. Too many assumptions, I think are made by all of us because we don't have that assumption. And obviously, I want to know who is -- how -- who is realistic to get involved and who's not? Let's not waste our time on the percentage of the community for they're either not interested or they're -- they're just not interested. I guess that would be it. Within the percentage that are interested but not involved, then clearly, what are the -- sort of the means of -- what's realistic for them to be -- to go from not involved to involved? What's the means of that? And I would encourage to you spend quality time and obviously, that leads you right to how. I would like someone to be -- I would

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rather someone be involved online than not involved. I think city council member are a key member -- some of the public involvement work is additive to the trade-offs we have to make and some is not. And again, that shouldn't be the only determinant in your recommendations but I actually think that, for example, this report comes to us and I sought you out, but you need to interview the council and the council staff to really understand what they need from this process. And it's really -- when the issues get contentious, the way that the city works now in its vulnerable days is the process comes to us and we agree or disagree. And if we disagree agree, it feels like those involved with the process, it's a violation of the process and we need to make it clear that we're part of the process. We, the city council, are a key part of the process. Commissioner Leonard has made over the years, when there's disagreement on a policy or something, that the way we do our work right now makes those involved feel as if the process was bad if the city council doesn't agree with the recommendations. Granted we provide great weight to those recommendations but sometimes there is a whole host of factors that might only be in the minds and heads of the city council. Or creating a process of public involvement where you get more that sooner, perhaps, out of the minds of the city council. Because I really would like to have people feel like they're involvement -- their involvement, and investment of time is worth it you but not feel betrayed if it comes to decision makers and decision makers don't necessarily agree with everything. So those are the two points. One, figure out, really take the time -- this is a great group and take the time to really find out why people don't get involved. The other thing we're doing on the Portland plan, we do demographic surveys at all of our meetings. So we know who is in the room and who is not in the room. And we educate folks in the room, what city wide or neighborhood demographic is compared to who is in the room. And we've found it makes folks in the room sort of broaden their thinking and be automatic representatives of the people not in the room. So even though in the Portland plan, the vast -- we mailed out to every household twice, to get involved. The vast majority of people that showed up were white caucasians, by far. Tended to be more affluent. Whiter and more affluent as a whole. We asked with the clickers who was in the room and who wasn't and we mailed the households a couple of times and people showed and didn't show, i'm looking forward to your recommendations especially around communities of color, how to get them more inclusive in whatever ways and I know showing up to a meeting isn't going to work for some folks. What is our menu, was our efforts based on your analysis for getting more people involved? Especially people of color and lower-income people. Thank you.

Leonard: Mayor Adams, in fact, Linda and her group did meet with me very recently and had almost exactly this discussion in my office. Which I greatly appreciated not only for the candor, but the way you all received and understood it. And so I think commissioner Fish's earlier question and Mayor Adams' follow-up and our own conversation, I felt pretty good about the direction you're heading.

Nettekoven: I perhaps overlooked mentioning this, as part of our outreach in terms of sharing principles and work plan, we are starting interviewing the city council members, just haven't gotten to you yet and the bureau directors and depending on people's schedules and trying to work our way through and cover everybody and if you have other thoughts in addition to key staff people you're aware of or other folks you know in the community that you want us to touch base with, we're glad to do that.

Adams: Random knocking on doors and asking people if they attend these things or not and spending time with the people that don't and find out why not. Great work. Thank you very much.

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

Adams: All right. More invited testimony?

Moore-Love: No.

Adams: Anyone signed up to testify?

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Moore-Love: No one else signed up.

Adams: Commissioner Fish.

Fritz: I move to accept the report.

Fish: Second.

Adams: Moved and seconded to accept the report. Karla, please call the roll -- vote, sorry.

Fritz: I'm the liaison to this committee. It's an interbureau/community bureau and i'm happy with the work you're doing. Thank you very much for your work. And also, paula, who is here -- paula, who is here in the office of human relations making sure we do think about those who are here and thank you for all of you wore here, for your good work and i'm excited about this. It sounds like a lot of process, but as linda says, it's not more, it's better, and figuring out how come to a consensus, and recognize that reasonable people can disagree and there may be other considerations that the council has heard or thinking about that the community maybe doesn't get all that information. So i'm very happy with the recommendation to include the public involvement report in our data we get on everything every single issue. That would be helpful to know whether there was any public involvement. And also the recommendation it make sure that each bureau does have a bureau advisory committee. And we -- I know the piac has been monitoring the budget process and attending different budget committees. In the office of healthy working rivers, which is a new bureau, we set out with the thought that our budget committee would turn into a bureau advisory committee and there's been a lot of folks engaged in the budget process and there's an opportunity right now for those bureaus who don't have public involvement committees and bureau advisory committees to ask some of the most -- the folks most engaged in the budget to please continue and help set the policy, help advise on policy and action. Throughout the year which will better inform the budget process next year. I wanted to recognize mayor potter for starting a lot of this work and thank my colleagues for being equally invested. Aye.

Fish: Thank you for an outstanding report and amanda, thank you for your leadership on this. What I would say to linda, in the course of your meetings and interview, I think also to the extent you have some best practices for a short -- or a short list of constructive suggestions, we'd be receptive to them. In the rush of work, we have to prioritize things and hearing there's better way to do an outreach, there might be a pool of people we've overlooked, we're looking for new faces or something we can experiment with, we would welcome that as well. Thank you, i'm pleased to vote aye.

Saltzman: Excuse me. Thank you, commissioner Fritz and thank you all for -- the committee for its good work. I really appreciate t. I think the discussion we had about how to get more people involved is an ongoing challenge and it's an ongoing discussion but I think there are ways that we can innovate and figure out how to get more involved. One of the ideas i've suggested over the years and I think some neighborhoods have done this, is to bring back the old idea of the welcome wagon. Back in the '50s or '60s, when someone moved into a neighborhood, someone would show up on their doorstep and introduce themselves and provide a bag of goody, local merchant coupons and something like that could be done today. When someone move no, sir a neighborhood, find out -- somebody introduce themselves and let them know what neighborhood association they belong to and when it meets and i'm sure local merchants would probably provide discount coupons for something like that. I think that's a tool that should become more widespread and I hope you take a look at that. Otherwise, i'm pleased to support this report. Aye.

Leonard: Always valued variety of aspects of opinion and input, and I always appreciate hearing from a group such as this that takes a particular position. But one of the hardest things to explain for each us up here to the folks we represent, we do represent the entire city and -- and as important as neighborhood associations are, whenever I make a decision, I also think about the single parent that gets up before dawn to get themselves ready for work, gets their kids up and get them ready for school and get them to school and get to work, work all day, think about dinner that night, pick up

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the kids, cook dinner, get the kids' homework done and get ready for the next day and they might have an hour before they go to bed and go to work the next day. I never forget that. I know a lot of people do that. They're passionate about issues. And they don't have the wherewithal to get involved in the neighborhood associations. I think we have to balance a variety of interests in the city, including those who can't become involved. And I -- and when I met with Linda and the group in my office, I expressed that. That I know it's frustrating sometimes just as the mayor articulated excellently a moment ago, for people who -- who work on a particular issue, agree with an outcome and then the council may take a different direction. And I -- I -- probably painfully at times try to make clear that -- that -- that's an aspect of how we make decisions and that there's a larger picture. Other factors. And I think if we're clear with groups upfront that are working with the city to influence what the city does, that that's part of the process, and it is important, but it is an aspect and there are other aspects, people don't feel frustrated at the end that they weren't listened to. I believe and live by this model that reasonable people given the same set of facts generally reach the same conclusion. And -- and the tricky word in there is "reasonable." so we have to be reasonable. The people we're working with have to be reasonable, and if we are, that means being open to various aspects of an issue. Different points of view and different ways of looking at things, we generally can get to the same place and I've experienced that's here on a number of issues. So I do appreciate this work and commissioner Fritz's efforts in leading this group and the report that it produced and look forward to it -- produced and look forward to working with you in the future. Aye.

Adams: I want to thank commissioner Fritz for her leadership with the office of neighborhood involvement and this effort. And want to thank each of you for your work on this group. The figuring out who is not showing up and why, I think has both demographic variables and also geographic variables and income. If I had to guess the three. And so how do we figure out how to effectively involve those folks. We've talked about it for years. I know there's a lot of academic research done, and if we've done it and missed it, then I look forward to getting it as soon as possible. I don't know that we've actually ever studied it. At least recently. And because half the city, you know, half of Portland is new since 1980 and a third of the geography is new, I think it's time to check in on that and create a baseline. In terms of the bureau advisory committees, we've worked hard to include labor and management and outside experts and citizens to the degree we can, as you describe, sort of use that expertise on the budget, which is more than just how to spend the money. It's the work plan for the year. If people are willing to stay on, I think that would be fruitful. So I look forward to meeting with you and thank you for your great work. Appreciate it. Aye. [gavel pounded] all right. We're going to appoint. So it's item no. 198.

Moore-Love: Roll call.

Adams: Please read the title.

Item 198.

Adams: Please call the vote.

Fritz: Thank you, all for serving, whether it be reappointed or newly appointed. I greatly appreciate your service. And thank Tim and Dori in my office who are passionate with me. Aye.

Fish: We appreciate your service. Aye.

Saltzman: Thank you for your service. Aye.

Leonard: Aye.

Adams: Great group. Thanks for serving. Aye. [gavel pounded] 198 is approved. Please read the title for 220, for second reading.

Fish: 220 or 215?

Moore-Love: 215?

Fish: Which one, mayor?

Adams: 220. Did I skip a page? Wishful thinking on my part.

Fish: We'll get there.

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Adams: All right. Let's do the pulled item, 207.

Item 207.

Adams: Commissioner Fritz.

Fritz: I asked for this item to be pulled because I asked the question in my office and got a good answer and I wanted ken rust to have the opportunity to explain what's happening here and that the - with the sap, which is the -- what's the acronym stand for.

Ken Rust, Director, Office of Management and Finance: Systems applications product. It has a german flavor, but sap is the word.

Fritz: It's the new computer system and I wanted the public to know what this is.

Rust: I'm ken rust, the director of management and finance. And with me is the support manager, bruce. And he may be familiar. He was the project manager. So he's been with the city for a number of years and i'm happy to have him in the support manager role. The ordinance is a contract with sap public services and we've had sap working with us for the last couple of years and there've been several different amendments to the contract we started with them back in may, 2008. You'll recall that we determined a need to switch vendors in terms of the integration consultant and move to sap, and they've been with us through the successful go-live of the finance logistics pieces in november of 2008 and human capital management, which went live with the first paychecks cut in the system in july of 2009. The contract amendment for you -- in front of you is for an additional \$200,000. Really for post-production, post-go live related work on the hcm elements and anticipated we would be able to handle that with the existing contract with sap, but during the course of post-go live, the security employee we had that worked on security related issues for the sap application, h1b visa employee, they lost their status, we lost that employee. It was a difficult position to fill and so it took us several months to get a new employee on board and we had to rely on consultant services which are expensive during that time period. That's probably \$160,000 of the \$200,000 of the additional work and we had a lot of effort at the year end, with service upgrades and year-end related activity that were more time consuming but the resources in the current budget for the project are sufficient to pay the contract amendment and that's what we're here for this morning.

Fritz: Thank you very much.

Saltzman: Did you want to update us on issues to police payroll and proper recording of overtime payments when their shifts begin on a saturday night and end on a sunday morning, for instance. I know that's been a big concern to them. And have we fixed that now?

Rust: I'll talk generally and maybe bruce can talk on the specifics. What we've cut are probably 125,000 paychecks out of the system and by far, large majority are accurate. There's some issues associated with pay. Some of those are data entry and we had that with the old system well. Some of our interpretations of the time configuration we have in the system and some issues that have come up, the way we configure the system that we need to change. The start time issue is one of those and those are things that we're aware of that i'll let bruce talk more specifically about that.

Saltzman: That is a configuration that we know we have to change.

Bruce Theurer, Office of Management and Finance: Right, for the record I'm bruce theurer, support manager. Pleasure to be with you this morning. On an ongoing basis, we're working directly with the police, with the physical team there to make sure that they both we understand what their issues are and solve those in the system. And then also work with the users, both the timekeepers to understand how to use the system effectively, so we're ongoing working with them to resolve the problems for each individual employee in the city.

Saltzman: How long will it take before we actually have the reconfiguration part of the problem fixed?

Theurer: Were on an ongoing basis looking at each one of them. It's a pretty complex thing with each one of the different variables that occur with each employee, when they start their shift, when

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they end, the different premiums that apply. It's an ongoing basis. We think we're fairly close at this point, but we still have some open.

Rust: The pay advice that is currently produced out of the system doesn't have enough gran gnaw lairty -- granularity. We hope this'll explain to people how the overtime pay was calculated to give them higher confidence in the numbers they're seeing.

Saltzman: Thank you.

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

Adams: Aye. Item number 215.

Item 215.

Fritz: I am very pleased to support this. I'm looking forward to the outreach work that will let Portlanders know what is now required to be removed from the property and what they look like. I hope I don't have any of them. Aye.

Fish: In addition to the people commission Fritz has identified, I want to thank ashley also. The greater green partnership was launched under commission Adams, and we are proud at parks to be a whole partner in that. We have been very successful in tackling invasive species throughout the city, including one of our biggest problem areas, which is forest park, and this is a wonderful partnership. And we are, at parks, looking forward to helping get the word out about the kinds of invasive plants that people should not buy or plant so that we help with the education and outreach component, and this is really terrific work. Congratulations to all. Aye.

Saltzman: I would not echo those accolades. This is a great, great work, and I just wanted to acknowledge mayor Adams and also the environmental services staff who played a larger role in this. Aye.

Leonard: Aye.

Adams: When we did the city's first invasive species summit up at the zoo in 2005, there was a lot of efforts across the region that well-intentioned but hadn't been pulled together in a strategy, and so this does that and much more. I want to thank the entire team involved. Tricia, jennifer, but also maria, lisa libby, and the planning and sustainability team and also acknowledge the great community leadership of sandy dietrich -- dietrich. We've had great passion from her. Pleased to vote aye. Please read item 216.

Item 216.

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

Adams: Saves money, saves the planet. Thank you for the donation. Aye. 216 is approved. Please read the title for second reading contract amendment item number 217.

Item 217.

Fritz: This was work that needed to be done. The funding for it comes from the spectator fund, and I think that the contract language was as tight as could be. Aye.

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

Adams: Aye. 217 is approved. Can you please read the title and call the vote for second reading item number 218?

Item 218.

Fritz: Aye.

Fish: Just want to note that major council approved capital improvement programs will be funded through the bond proceeds include multifamily rental housing, single family home repair, single family home buyer assistance projects, parks improvements, and many other worthy projects. Aye.

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

Adams: Aye. Please read the title for emergency ordinance item 219.

Item 219.

Fritz: It is absolutely my pleasure to introduce this item, to request an audit settlement inment a of

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approximately \$1.6 million with mccloud usa a telecommunications company doing business in the city of Portland. This is unexpected revenue for the city's general fund, and I send a special thanks to staff in the office of cable communications and franchise management and the city attorney's office for their great work once again in looking out for the citizens of Portland. Through settlements like this, we ensure that the city and citizens are properly compensated for public use of private property. In this case, the telecommunications company is using the streets of our city for their fiber-optic cable. With the recent x.o. and time warner settlements, the revenue totals just over \$4.6 million in this fiscal year alone. \$4.6 million extra revenue. Thank you very much.

Congratulations to all who have pulled this together and to the citizens of Portland who benefit, and I ask that the council approve this settlement. Mary beth henry and david solace are here.

Mary Beth Henry, Office of Cable Communications and Franchise Management: Good morning. Thank you for those kind words, commission Fritz. We, too, are very pleased with the settlement, and I want to thank this council and your predecessors for investing resources in our office so that -- and those resources and that investment continue to pay off time after time. The story really began in 2000 when we negotiated the original franchise, and, too, was a joint effort between our office and the city attorney's office. In order for staff to be successful in an audit or lawsuit, we need to have a very sound defensible franchise to begin with. That's the starting point. The next step is to invest resources in compliance efforts, both staffing and auditing funds. Our goal is to have all the companies pay everything they owe us from the beginning, but that is our goal, and that's a perfect world, and we don't live in that perfect world. I do want to point out, though, that most companies do pay according to the franchise and are good, corporate citizens. I'd like to recognize ben walters, who worked with me on negotiating the original franchise, and i'd also want to recognize the persistent compliance efforts of dave solis and the dogged determination of terry thatcher in the city attorney's office. They are ensuring that these companies that are profiting from the private use of the public right-of-way pay fair compensation for that use. And i'd like to ask council to support us in our efforts to tell the federal communications commission, who is currently looking at preempting these kinds of fees in telling the fcc to keep their hands off our local franchise fees and to seek help from our congressional delegation as well. Thank you. I'm happy to answer any questions.

Saltzman: We have the vehicle yet to express our concerns to the fcc?

Henry: We're working with the national organizations to put together a huge advocacy effort, including letters from mayors across the country, and anytime elected officials are visiting Washington, d.c., we are setting up meetings with them and the fcc. Right now, in the national broadband plan, staff has inserted language that would in effect preempt telecommunications franchises.

Saltzman: Do we have a champion in our own delegation, the Oregon delegation?

Henry: Yeah. We're working with dan bates and talking with both our senators and congressman wu and blumenthal.

Adams: Anyone wish to testify on this item? Please call the vote.

Fritz: Well, again, thank you very much to the staff. I'm wearing my valentine red today because it's certainly a gift of love to the city that you worked so diligently, way above and beyond the call of duty, and all this money goes into the general fund. I do thank my colleagues from funding our administrative assistant that provides supportor this diligent work, and i'm very happy to be able to ask you to accept this settlement. Aye.

Saltzman: Thanks to both the cable office and city attorney's office for doing great work and bringing us more revenue that we are owed. Good work. Aye.

Leonard: And thank you, mary beth, and everybody. Appreciate it. Aye.

Fish: Thank you for your good work, commission Fritz, and thank you for pledging that money to housing. Aye.

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Adams: Great work, the offices cable and franchise management, terri and our legal team, thank you for your great work as well. Thank you for pledging that money to the city transportation bureau. Aye. [laughter] now that we've carved up the spoils, please read the title and call the vote on item number -- second reading item number 220.

Leonard: Can we read 221 at the same time?

Items 220 and 221.

Adams: Please call the vote.

Leonard: Before we call the vote, commission Saltzman had a question?

Saltzman: I did want to ask a question.

Adams: Is discussion allowed on second readings or is it vote only?

Leonard: We've discussed before during second readings.

Fish: Why don't we just suspend the rules if there's a question?

Adams: We'll suspend the rules unless there's objection.

Leonard: I would like to hear commissioner Saltzman's question, please.

Saltzman: And I apologize that I wasn't here last week during the first reading, but I am looking at the section of the agreement about enforcement, and it talks about the Portland water bureau may appoint water bureau employees as closure area enforcement offices provided for in o.r.s. 448.315, and I guess I want to know is that the same section of o.r.s. that allows law enforcement unit to be created?

Leonard: I've met with each of the council members individually on the topic of the issue of having water bureau security bps t certified. In each of my meetings with you one-on-one and publicly with the press, I have said, under current law, the commission in charge of the water bureau has the authority to have water bureau security armed without council approval and to have certain authority under the statute that does not require council approval. O.r.s. 448.31 five says the mayor or authorities have control of the community water supply system supplying the city may appoint special police officers who, after taking oath, shall have the powers of constables who may arrest with or without warrant any person committing within territory described in the water system, a, any offense against the period of the domestic water supply source or the community water supply system under state law and so on. That is existing current law in the statute I have referred to repeatedly in the other discussions we've had regarding water bureau security and being bps t certified. This statute does not make water bureau security bps t certified. It changes nothing in that other debate.

Saltzman: Thank you.

Adams: Other discussion?

Leonard: Yes. So i've passed out a map, because the misinformation that has gone on in the last week has been disappointing on this issue. And the part that's disappointing is the misinformation has been promulgated by people who know better who ironically have been part of our public process for the past two years sitting at the table, including Oregon wild and including friends of the reservoir. This current agreement and the next ordinance that we're going to vote on in fact reflects their input over the last two years. Second, I want to remind the council this is the initiation of a process to exchange land that will take up to 2012 or so to conclude, that includes a public process in addition to the public process we had already. Three, the part that has been difficult for me to understand is the position taken by some that, if in fact in 2013, after a public process, the city and the federal government agree to a land exchange, somehow there will be more vulnerability to the forest that surrounds bull run to be in clear-cut than what it is currently. And let me point out two things that I think should clear that up for the council. One, the second time we're going to vote on is an exact replication of the federal statute in terms of prohibition to cut on federal lands. We're going to adopt that for the city lands. Two, if you look at the first page of your map, you will see the current ownership. The current ownership is green, owned by the federal government. The

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light blue is the current ownership by the city of Portland. The irony of the argument that we've all been getting is that those lands that are currently under city ownership are in the middle of old growth and spotted owl habitat. What we're proposing to change is that land that is currently old growth, spotted owl habitat that, if we exchange the land, will come under the federal protections that the advocates claim they want and, if you split the page, that will end up happening is those areas that now don't have federal protection, that are owned by the city, their old growth and spotted owl habitat, will go to the government. The light blue that you see on the second page will be city ownership that some of which the city currently owns, some of which the federal government currently owns. Those lands that are in light blue that we would get if this process concludes have been already cut for the reservoir. Most of that land we would exchange is currently under water. We're trying to avoid going through federal processes that waste staff time, waste of city hundreds of thousands in permit fees when we need to do some repair, some improvements. We're proposing to strengthen the protection of old growth forest, spotted owl habitat. And if there's any doubt that the lands we inherit won't be protected, we have, at the request of the friends of the reservoir and at the request of Oregon wild, adopted in the second resolution we're going to vote on here today the language from the federal law that gives us the same level of protection for the lands that we would inherit from the federal government.

Fish: In light of the fact that all you're asking for us today is to initiate the process, do I understand correctly that, if at some point in the future you determine that the watershed protection policies need to be modified in any way, we would have a chance to revisit that before they were applicable to the land we're talking about?

Leonard: And beyond that, the council has to vote ultimately on any agreement that we reach.

Fritz: I completely agree with you on the logging. Notify worries at all that what you're proposing is going to make any difference in the timber harvesting potential and, in fact, it makes it much more certain, and I support that, and I thank you for doing that. My concern is about if the land around the reservoir becomes city property what any developments on city property, the process that it would have to go through, and I was told that when I asked this question last week that it would be the clackamas county code. The only thing in the code is if it would be a conditional use.

The proposed use shall not significantly increase the fire hazard or risk to personnel. There is no environmental in this area. Nothing about setbacks, do we have to replant the disturbance area. I'm very concerned. If we were going through the national environmental protection act process, that does have to be looked at, and there does have to be a public process to require consideration of environmental impact and the necessary mitigation. That's where i'm hung up.

David Shaff, Water Bureau: Some of our property's in Multnomah county, some in clackamas county. We've looked at both codes. The lands that we own currently, we manage without the need for process, without the land use protections that we're proposing. Nothing that we are looking at would change that. We're saying we would apply that ability to the lands we would acquire. Those are the lands that would probably most benefit because those are the spotted owl, old growth habitat. What I would challenge the council to do is to look at any project we've done since 1990 when we've stopped logging and say where has there been a project that has caused some damage or that has been controversial that has caused harm? I think the issue is one of trust with the community.

Fritz: Trust and verify. The public is not allowed into the bull run watershed, so we rely on our citizens and environmental zones in Portland to tell us when things need some enforcement. There's no public process that you look at that is development in the bull run watershed proposed development.

Shaff: There is, though, commission.

Fritz: What?

Shaff: We identify months ahead of time that we are considering doing something up in the

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watershed, whether it's a study of some natural resource or whether there is some sort of proposed development. And we post that on our website and have conversations with our stakeholders and the public, and the public does go into the watershed under our supervision. If somebody wanted to say, I want to go see exactly what you are doing with dam 1 or at head works or at bear creek house, we would be happy to accommodate that.

Leonard: The irony of this argument -- I apologize if I sound a little exasperated -- but at a time when this is set up to have a certain outcome is that, when I got the water bureau, I initiated a public outreach program with Portland public school -- public schools, with Portland university, including the water bureau purchasing a tour bus to give guided tours on a regular, scheduled basis twice a week at least during the spring, the summer, and the fall to get citizens up into the bull run watershed and not just sit in the bus but to get out and look at it, become educated as to what it is, become advocates for it in the future if anybody ever intends to do any development in there so we build up an awareness among the citizenry. Oregon wild has opposed the efforts i've made to increase citizen tours in the watershed on the basis of they are fearful that that would cause some contamination. The position we've taken now ironically, on the other side, is that is what builds an informed citizen. The bigger point here is, beyond whether you believe me or not or suspect the water bureau of some nefarious activity up there, is the lands we own currently are in the middle of old growth and spotted owl habitat. If you have fears at all that there is some lack of protection to the watershed, you would want to vote for this only because we are giving that to federal protection, and most of that is under water. I fail to really understand the reasoning behind not supporting -- and this doesn't make a decision to exchange the land. It sparks conversation. Anybody that has concerns during that conversation, they will be listened to and taken into account just as the current ordinance takes into account the last few years of conversation.

Adams: So the parcels of land moving from federal ownership to city ownership will be managed in a way that has to be approved and any changes that are contemplated will have to be approved.

Shaff: That's correct, mayor. Any work that we do, any development that we would do, comes to you in a variety of ways. Either through our budget process or through projects, of work that is done. Any of that work we come to you on.

Adams: Part of the legislative intent that, as we move along with this, can be clarified as you get into it, of course, is that whatever the federal versus city protections are -- obviously, with change of ownership, that changes -- it remains in our hands, how this resource-owned area will be managed. And it can't happen without the city council's approval.

Leonard: And the jurisdiction winch the project occurs.

Adams: In clackamas county, without our permission, can they do anything to land which we own?

Leonard: No.

Shaff: No. We have to get building permits from clackamas or Multnomah counties. But if I was building something in the watershed, I would, one, have to come to you to get that authority and permission and of course that would be something that we would have gone through this notification process probably months or years before then. So the community that's most interested, the stakeholders that we deal with, will know, probably before you do, that we are involved in doing something or proposing something or planning something.

Fritz: I'm really glad you brought up the issue of contracts to council. I trust that you have done a good job in getting the right consultants. I get the contract with the dollars figures is what I get to discuss. There's no process like the environmental review on a project that would happen, as I say, in the walsh creek project that I would get where citizens would be able to say, no, don't put the pipe in this way; put it in that way. There's no way that I can tell whether what you're doing in the watershed is the right thing to do. I am not in the least concerned that either the city or the federal government is going to log the spotted owl habitat. That's not what i'm worried about. What i'm

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concerned about and have been frustrated about over the past year in looking at these contracts is I can't tell what is being done. I think, in this most precious resource, we should be at least the same protections as we have inside the city for our environmental resources which have already been damaged and further concerned that, in authorizing the first continuing conversation, we're saying we're authorizing the exchange of money from \$290,000 to \$294,000. That's a lot of money, so I'd like to be assured, before I say that, yes, I can support doing that -- I'd like to know that, at the end of the process, I can get to the point where I am confident that the citizen involvement, environmental protections for our land that we will newly own in the bull run watershed have at least the same protection as it would if it was in the city.

Adams: If I can interpret your using the word "protections" -- let me clarify -- is the environmental impact. You've said you don't question the intent.

Fritz: I am the environmental impact part, which is the thing that happens in the nepa. I've been in situations where, in environmental zones in the city, the staff has had a proposal of the applicant. The consultant has a proposal. Citizens come in and look at the approval criteria, the standards, and say, if you did it this way, there would be less impact, and everybody said, oh. Good suggestion. I know the projects and came and ability for citizens to get in there and understand what's going on is different, and that makes me more concerned that we should have more eyes and more process to be able to have citizens review and have standards so that, at the very least, we know when a contract comes through that you've looked at the setback from the water, at how the disturbance area is replanted.

Leonard: Wet a representative from the federal government here last week that is charged with the protection of these lands that said, in his opinion and those he works with, including neep park he thinks this is a redundant process that the city goes through that wastes the federal government's time, that wastes money for the city, and the protections we've agreed to adopt puts any doubt if there's any lack of doubt that the water bureau and the city council was committed to the preservation of the environment around the lands that we would inherit, it erases any doubt of that, that all that this actually does is, one, begin a conversation, which I would hope everybody would not be opposed to -- begin a conversation that includes the public to make sure, if there's any question, they get that in and end up ultimately back here at the council to be voted on. If people are concerned about the habitat up there, they should support this conversation, because we're going to give them back habitat that is currently over spotted owl habitat that will then get the nepa protection it doesn't currently have. And the areas around the bull run reservoir that have already been logged is what we inherit.

Adams: Is it your legislative intent and your management intent that -- to make sure that you're making good decisions along those lines that you would do the normal upfront environmental impact?

Leonard: Absolutely.

Adams: I wouldn't say that nepa is anymore -- I go through nepa stuff all the time. It has strengths and weaknesses. Your legislative and management intent is to provide decision makers with environmental impacts of whatever you're proposing.

Leonard: Which is exactly why we're voting on the second ordinance.

Fritz: It doesn't do that.

Leonard: We adopted it at the request of the advocates from Oregon wild and friends of the reservoir. The federal government testified last week that it does do that. I'm confident it does that. I'm confident it provides protections from here on out. Whether you believe that or not, all this does is authorize a conversation to have. These questions are great questions to have.

Adams: I think this is a useful airing out of some concerns. I think that the opportunity is on the table for the conversation to continue, because this does start an external conversation, and I think it also continues an internal conversation, and it might be useful, based on the concerns, to sort of

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flesh out, if need can, some bilateral communications to flush out what your environmental impact and inquiry and reporting out of that inquiry for proposed changes within the bum run. I'd like to, if possible, move forward with the votes if that's ok with council. All right. Would you please call the roll on item number 220?

Fritz: First I am glad to see the inclusion of the new code section 213-6050 about the ownership of the bull run lands and infrastructure codifying commission Leonard's leadership in promising that the bull run will never be transferred to private entities and will only be transferred to another public entity if approved by ordinance of the city council. This is a significant step honoring his pledge of last year, and I appreciate that being in there. I think it's very helpful. I am not comfortable with moving forward with this, especially having heard the assertion that what's being proposed is adequate in the code language. The code language prohibits industry commercial uses, but there's no limit on development for operation or maintenance of the water supply and system for electrical power generation and transmission in the bull run watershed. There are no environmental protection or conservation zones, nothing that says how development gets done, and there's particularly no engagement of the public in deciding if a project is being -- should be done, on how it should be done. There needs to be much greater strengthening of the public notice of bull run activities than posting on a website. I know from experience how difficult it is to get changes made in the budget process because we rightfully defer to the expertise of the bureau and the commission in charge. And I would respect -- I don't see that the federal folks we've had in or even the folks in Oregon wild have had the experience that I have had. I am very convinced that what we have in the city of Portland is greater than what would be under the current clackamas county code, and so i'm not ready to move forward with allocating close to half a million dollars to continue the conversation until we can get a better sense of what the new protections would be. No.

Fish: Well, I want to first say my office has received a lot of communications from concerned citizens, and we've had a chance to have some extesionity conversations with Oregon wild and at so cats -- advocates, and I a found this discussion very helpful. I am convinced of two things. One is that the only thing we are being asked to do today is to begin a conversation. And I think sometimes, in our process, we start anticipating finish line considerations and inflate them with starting considerations. I think sometimes we have to have the confidence that our system works that we can begin a conversation and not prejudice that it is likely or even inevitably going to be a train wreck. I'm reminded that the city and mount hood national forest took a seven-year period to draft an agreement with ex-tense sieve public process. All we're being asked to do today is begin a conversation. It's been helpful to have a lot of stakeholder concerns ventilated. I'm confident that the commission in charge and director will consider those concerns through the process and then, when you come back with an agreement, we'll have a chance to address those. Those are miles per hour comments as a commission who is not directly involved but wants to make sure we're on the right track, so i'm going to vote aye.

Saltzman: I am going to support this, because I do think there is a long history of cooperation between the forest service and the city on preserving the jewel that truly is the water shed. I hope commission Fritz's concerns can be fleshed out further in the discussions. I think she has some points of concern. With the assurance that the language around enforcement does not entail creating a separate law enforcement unit. I think it's good agreement, and i'm pleased to vote aye.

Leonard: I want to call out eddy campbell and david chaff along with terry thatcher, who have worked on this for at least two years, and they had at the table, as they were working on this with the federal government, representatives from friends of the reservoir, assistant membership from friends of the reservoir in and around mount tabor and Oregon wild. The current framework of the agreement has changed to reflect concerns they raised throughout the process, including the second vote that we'll have here in a second. I know that the staff at the water bureau sometimes feels very frustrated. I know it's good enough. I want the water bureau staff to know that I am very humbled

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to be able to lead them and appreciate greatly their work on agreements such as this. It takes a lot of blood, sweat, and tears to get to a place we're at now just to begin a conversation and know that you have my continued support through completion. With that, I vote aye.

Adams: Well, I would rather have our drinking water reservoir supply in the hands of this city council and future city councils than in the hands of George Bush and Dick Cheney any day. It is vital that we control our drinking supply. I'm going to support it, and I think you heard some useful feedback as you move forward and flesh it out, both in terms of what will be our own environmental impact review on land that we own, the mechanics, sequencing, and quality of that, and I also think that, as part of the budget request -- and I think you do this but get the feedback from council on what the annual work plan is for the bull run so it just stands out and how that following the budget request. This is a really contentious -- I should say difficult and contentious issue, and I want to thank Commissioner Leonard and the water bureau staff for bringing it forward. It's been in the work as long time. You've brought it forward to this point, which is the beginning of the beginning, and I look forward to working with you to refine it and bring it to fruition. Let's go get this land. Aye. Please call the vote on second reading item number 221.

Fritz: And I also thank the staff. I recognize that these are challenging issues and I appreciate always your responsiveness to me and the citizens. I can't support this one either, because it does codify in our code that we are going to have closure area enforcement officers as provided for under the O.R.S. It says having control may appoint. By putting this in the code, I think that we are saying that, yes, we want to do that, and we haven't had a public hearing on whether we're going to have armed or unarmed police in the bull run watershed. I don't think we should be doing that now without that public hearing, and so I can't support this. Aye, I mean no.

Fish: I want to once again call out David for his work. David seems to get all the noncontroversial assignments around here. I'm delighted to know you're not going to be pension eligible for another 15 years.

Shaff: I'm already there, Commissioner.

Adams: Oh. You didn't get my memo.

Fish: I'm not sure you looked at the small print of the contract you signed. We appreciate the extra time you put into keeping us up-to-date on these very complex issues. Commissioner Leonard, I appreciate the courtesies you've extended my office on this. I have reached a point of comfort on both of these. I've come to appreciate that, when we take provisional actions and learn they can be strengthened, the majesty of our process is we get to revisit them and modify and improve. We don't have to achieve a state of perfection at the front end. I'm going to support this, and I think long-term this is in the city's best interests. Aye.

Saltzman: Well, I share Commissioner Fritz's concerns in general about having a second law enforcement unit within the city with authorization to use deadly force within the watershed or water supply system. I do believe this amendment is really restating the existing authority that the water bureau administrator has, and it would require a specific vote by the city council to have security that would be DPSST certified and therefore authorized to carry arms, and so I think that's -- I think the public debate, if there is going to be one, will occur on that, and it's not addressed in this issue here, so I'm voting aye.

Leonard: Well, I intended just to vote and not speak to this, but I guess given that two of my colleagues have raised the issue of 448.135 which I've referred to in private meetings with them many times, I need to make a couple things clear. I've been advised that the authority of having control over the water supply system is in fact the commission in charge of the water bureau under the statute. I've been advised that that's the individual that is responsible. Second, as I told members of the council regarding -- numerous times, not just the council but the meetings -- this is something that I haven't been shy about talking about. When I inherited the water bureau -- and I'm responding to Commissioner Saltzman's stated comments just a moment ago about concerns about

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having armed people around the reservoirs. When I inherited the water bureau from commission Saltzman, the irony of that comment is he had armed security at the reservoirs, private armed securities. I ceased the contract because I did not want the -- the irony is I did not want armed security, private sector folks who didn't have a level of training to know when and when not to use deadly force. I discontinued that policy. What i've asked to have happen is, if we have armed security, I would like them to have the best training available in the state of Oregon so they had a number of other tools at their avail -- their avail, not just a gun, that they have techniques that people in the private sec tore who work for a security firm who need only have a g.e.d. Or high school education to be handed a gun. That's kind of the irony of this whole debate. What I said over and over and over, without reciting this ordinance, is tomorrow, today. And i've talked with mayor Adams about this that I have the authority today to designate these folks that work for the water bureau as special police under this statute. But i've chosen not to do that, because i'd like them to have the best training available to do that. How this has become an issue that it has for some, including some of my colleagues who don't support this proposal to exchange land because of the reference to the statutes I beyond me, but it is what it is, I suppose, and we'll wade through this as these issues come up to us in the appropriate time. But, again, I need to take this opportunity to say that the irony of this entire debate is that it isn't about arming water bureau security. This has happened before, could happen again. The real concern I got out of this is some are concerned about them being overly trained, and I am a person that knows training saves live. That's my goal, protecting the people. Aye.

Adams: Aye. It's approved. We're recessed until 2:00 p.m.

At 11:50 a.m., Council recessed.

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Closed Caption File of Portland City Council Meeting

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

Key: ***** means unidentified speaker.

[The following text is the byproduct of the closed captioning of this broadcast the text has not been proofread, and should not be considered a final transcript] * * *

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[applause]

Adams: You represent the inspiration for the rest of the city in terms of many of your work on safety. Some of you have heard my introduction. In the past I bring not only as along with my colleagues and city do we bring this as appoint of passion as providing oversight to city government, but this is a point of personal passion in my family, my great grandfather -- my grandfather was a lineman for montana power, and died in -- in an on the the job accident. The consequence of which is that montana power upgraded its safety program in the aftermath of that. So we work hard thanks to your partnership and your help in making sure that we prevent those kinds of tragic fatal accidents, or any accidents and injuries whatsoever. So we're very grateful that you're here. It's our honor to provide you recognition and some rewards as a symbol of our gratitude. And i'm going to begin with -- I warn you up front, I am terrible at pronouncing names. So I apologize in advance. The first award goes to Outstanding safety committee chair, and it goes to shelly -- [laughter] you had to start with a really hard one. Kinezivich. [applause] the parking enforcement division proudly recognizes shelly as an important leader of the parking enforcement safety committee for several years. The whole staff of parking enforcement knows and appreciates what shelly continuously accomplishes every day. She encourages committee members to attend the city's safety professional career development opportunities, she developed department specific forums for conducting inspections, she initiated and maintains a safety kits for the vehicles that officers drive, she tracks and updates safety concern results, helping us to organize and respond to issues and patterns of issues. And she's a problem solver who finds solutions and respond to officers in a timely fashion, instill confidence and encouraging participation to improve safety. Congratulations very much. [applause] next I would like to recognize the -- provide an award to the safety committee in parking enforcement, so if we can have debbie barkley, david berger, mark freedman, shelly, laurel shepherd and patty peterson please come up. All of you come on down. Everybody. [applause] the parking enforcement safety Committee is promoted safety and health awareness by updating the department's building evacuation backpack, developed a new protocol for officers involved in abusive or -- abusive situations that never happens, but parking enforcement ever, right? Sponsored a safety reminder quiz, a department staff meetings that was so successful, the committee was invited to present it again at a bureauwide meeting. Congratulations. We appreciate it very much. [applause] wait, wait, we've got to get a picture. Could we have mike park, the public works supervisor, and ted harvey, concrete finisher, please come forward. Both of these employees play leadership roles in maintenances, sidewalk repair section, they have given extraordinary -- made extraordinary effort to improve the safety culture in their work group. For example, their efforts have increased daily, safety communication among their work team and their persistence and influence helps to include safety and all work discussions. Thank you, mike, thank you ted. [applause] richard harrington, please come forward. This is actually a solution safety solutions award for keith orr, electrical supervisor who could not make it, but richard harrington

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will accept on keith's behalf. Keith was identified -- keith identified a process that Enabled maintenance to upgrade and ensure ongoing maintenance of its first aid kits and outside eye wash stations at allocations, and we want to thank keith for his concern and -- for the well-being of maintenance employees. [applause] steve weaver and tim langdon, maintenance mechanic, please come forward. After receiving a number of new trucks in our fleet, it was noted that the hydraulics needed to be tested and adjusted in order to ensure their safe operation. This meant the coordination of a number of work crews, timely scheduling, and a thorough understanding of the adjustment issues. Scott and tim stepped up and made sure that this process was carried out and most importantly, averted any potential accidents by facilitating a timely fix to the problem. Thank you, scott, thank you tim. [applause] would daryl warren please come forward. Daryl gets the safety champion award. Daryl is a utility worker in the street maintenance division. Daryl is a repeat nominee from last year. He was nominated again this year at the insistence of our maintenance operations safety committee, primarily because they feel he continues to go far beyond the norm in leadership he now shows and continues to show in setting up and teaching others how to work in safe zones. Thank you, daryl, very much. [applause] would don davis please come forward. This is don davis from the street maintenance division. Gets the safety champion award. Don has had a profound influence on identifying the areas of work zone traffic control that need to be emphasized in our training programs. He's shown a willingness to be a trainer, to listen to the concerns of diverse work groups and make safety suggestions that upgrade the workplace safety of the entire work force at maintenance. Thank you, don. [applause] could we have ted harvey, gia grube, and tim langdon please come forward. This committee has worked hard to increase its availability to all bureau employees and continues to build safe work programs. Met all the requirements -- I like that, touchy. And duties of a safety committee, including but not limited to upgrading the sweeper wash area, and it needed it, identifying speed problems in the north kirby avenue area and installing permanent speed controls, addressing snow and ice safety issues, leading to training program, creation after training program for the entire bureau, and develop safety procedures for fuel containers. Congratulations on your safety committee award for the maintenance operations. Congratulations. [applause] this is a great award. So this is an award for significant reduction in losses. In recognition -- and I need susanne kahn and eric peterson. In recognition of the Portland bureau of transportation maintenance operations for achieving a significant reduction of losses during fiscal year 2009, against an average of the previous three fiscal years in the the following categories. Reduce 13% general liability. Reduce 16% workers' compensation. So you hearby receive this award on behalf of the bureau, maintenance bureau p bought and maintenance operations, thank you susanne, thank you eric. Appreciate it. [applause] **Fish:** Good afternoon. I'm nick Fish and I have the great honor of being the commissioner in charge of parks and rec. And we have some terrific people to thank and to honor today. We're going to start with the lifesaver, the peninsula pool aquatic staff. Would correspond inia conally, madeleine han len austin, ben, eric kennedy, stan, and william morrison, please come forward. [applause] i'm going to ask chief clum to join us. We participated in another ceremony where we acknowledge this team, and I want you to listen carefully, because it's really extraordinary. This award is to acknowledge the peninsula pool aquatic staff for saving the life of a young boy. The team applied their skills they practice regularly in the Event a swimmer experiences difficulty in the water while at the city pool. We deeply appreciate their dedication to the safety and welfare of Portland citizens. Let's give them a great round of applause. [applause] assist I will tell you at the award ceremony that we attended, we fought over whether we were trying to encourage these young people to consider careers in fire and rescue or parks and recreation. But the city would be happy to have them in any capacity. The next award is safety champion. Betsy red fern parks maintenance supervisor. Would you please come forward? [applause] so as a supervisor, betsy diligently ensures that her workers have the necessity equipment, tools, and personal protective equipment to perform

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their jobs safely. One way she goes beyond the basic requirements of her job is by developing safety standards related job aids for workers that are specific to their roots. Preparing personal protective equipment kits specific to nonroutine functions, to ensure that nothing is inadvertently forgotten, and in the workshop she keeps supplies and equipment in good order, labeled for ease, and finding and stowing gear and providing carts to move heavy items around the shop and when loading trucks. Congratulations. [applause] the next award goes to safety Committee operations group. Would greg holly, chairperson, and the team please come forward. Peter anthony, barbara augen, doug brenner, vicky burden well, lance condre, pam douglas, gary, linda johnson, sean lindsey, vince moore, don mcaggart, paul rad maker, alex salazar, christie salazar, aaron smeltser, and scott vanderpool. [applause] here's the commendation. This committee has reinvigorated our site inspection process by creating a useful form to if a sill say the the inspection process. They have solidified the the communication plan with the the management team on how to submit safety recommendations that require their attention and response. Congratulations. Our next award is for the safety committee in the recreation group. I'd like the following members please to come forward. Janelle andrews, jenny burt, rick cantu, sheryl, kevin, and nancy. Their awareness of our recreation program and risk management principles, is instrumental in our continuous safety improvement for our workers and for our guests. Congratulations. [applause] last but not least is the significant reduction in losses awards. In recognition of Portland parks and recreation for achieving a significant reduction of losses during fiscal year 2009, against an average of the previous three Fiscal years in the following two categories. General liability, reduced 15%, and fleet liability, reduced 9%. Here to accept the award on behalf of the bureau is senior manager -- no? Is eileen argentina. [applause] Thank you all. [applause]

Fritz: I've now done a whole year in office, so I know this is one of my favorite events of the year. Thank you for being here and thank you for all of your work to keep yourselves and our citizens safe. I have the honor of working with commissioner Saltzman and the bureau of police with the office of human relations, and also in the bureau of environmental services with the office of healthy working rivers. So I am usually not happy when commissioner Saltzman isn't in these chambers, because I enjoy and appreciate his perspective, but i'm very glad that I get to give out his awards today. The first one is for a significant reduction in losses and it goes to commander dave famus. For the Portland police bureau for achieving a significant reduction of losses during fiscal year 2009, against an average of the previous three fiscal years in the following categories, general liability, fleet liability -- general liability was reduced 10% and fleet liability reduced 17% -- [applause] would the members of the bureau of environmental services wastewater safety committee please step forward? I don't have a list of your names. Last week the pacific northwest clean water association bestowed a distinguished safety award on environmental services wastewater group. It recognized the group as a division a large employer with zero lost time accidents over 190,000 hours worked. What makes this award especially meaningful is that the criteria require that the hours must indicate only those employees who physically maintain and operate the treatment and collection system. Which reflects the employee population with the most significant industrial exposure and the hazards inherent in the business. Since don't have a list of names, I want you to say your names because I want to you know who is on this.

Bill Sterling, Bureau of Environmental Services: The bill sterling.

Dave Remillard, Bureau of Environmental Services: Dave.

Paul Schuberg, Bureau of Environmental Services: Paul.

Armon Collman, Bureau of Environmental Services: Harmon coleman.

Scott Norris, Bureau of Environmental Services: Scott norris.

Cliff Meier, Bureau of Environmental Services: Cliff meier. [applause] the.

Fritz: The next award is for scott norris. Scott is an active member of the wastewater group safety committee and a regular cutter to thoughtful safety ideas. Good follow-up one of his strong suits

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in addition to his strong work ethic. Congratulations, scott. [applause] This is harder than you would think. Certain lay lot harder than I thought. The next award goes to women tucker of the wastewater group pump station millwright. And will came up with a concept of lighter manhole covers, and did the legwork to implement the significant safety improvement that has prevented lifting injuries. Will has a great can-do attitude that everyone appreciates. Thank you, will. [applause] fortunately commissioner Saltzman has a nice stack so I get all the the practice to get it right by the end. Safety champion fahim ramen, bureau of environmental services, recognizes him for his leadership efforts. As construction emergency for environmental services for several years, he has ensured contractors provide safety plans and other safety-related documents to the construction team and has initiated safety tailgate meetings for his work group. During 2009, he joined the the sharp oversight committee. This committee has been instrumental in the effort to maintain the bureau's engineering services status as an Oregon osha safety and health achievement recognition program employer. Thank you. [applause] the next award goes to safety champion paul issue berg from the bureau of environmental services. Thank you paul. The bureau of environmental services recognizes paul for his safety management effort. As a senior risk specialist, paul facilitates safety education for the engineering work group. With the expansion of this group, paul made a strong commitment to ensure that new employees receive quality and timely safety education. Thank you, paul. [applause] the next safety champions are elf evers, john, paul, tanya, bryant sanders and dave cusack. [applause] the bureau of environmental services recognizes this team for its safety efforts as inspectors at the east side combined storm overflow tunneling operation. Each of them worked a shift in the tunnel until the north drive was completed. Alongside the tunnel workers, they attended safety classes, meetings, planning sessions -- planning sessions and face numerous hazards. The drive was completed with few adverse incidents due in no small part to the safety efforts of these six particular inspectors. Thank you so much. [applause] cynthia tripplett, neil brush, sherry, and julie please come up.

Adams: What's a laboratory.

Fritz: Everything I say wrong can be put down to my english accent. The bureau of environmental services this, group is formed during 2009 to focus on specific hazards and concerns that bureau employees face at the materials testing lab. Thank you for your work. If you think my accent is bad now, i'm going home next week, it's going to be unbearable after that. The next award is for the safety committee in the bureau of environmental services construction and design. That is gary hodge, neil choate, joe, julie, its continued efforts to improve the the bureau systems for managing construction safety. The committee has developed safety related policies, contract language and training recommendations in an effort to make bes construction projects safer places for citizens, contract workers, and city employees. Thank you so much. The next award goes to the the field construction committee. [applause] this committee is focused on the hazards that inspectors and technicians face on construction sites. They have taken steps to reduce and control hazards in some of the most dangerous work locations in the city. Thank you so much. [applause] and this last award that i'm giving is for the the significant reduction in losses in environmental services. And dean marriott will be accepting the award. This is in recognition of the bureau of environmental services for achieving a significant reduction of losses during fiscal year 2009 against an average of the three previous fiscal years in general liability, which was reduced 2%, and workers' compensation, Reduced 12%. Congratulations. [applause]

Leonard: Good afternoon, everybody. I'm randy len ashed, I have responsibility for the fire bureau, water bureaus, and bureau much development services. For achieving a significant reduction of lows during fiscal year 2009 against an average of the previous three fiscal years in the following category. Fleet liability reduced 43%. Is paul van orton in the house? Come forward. One of my favorite city employees. He puts up with a lot of noise. The city of Portland's noise control officer was working at a last thursday event in august of 2009 when he had cause to take

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action to protect the lives of citizens in the area. The last thursday monthly event attracts over 10,000 people during the warm summer months. The street closes to automobiles, as a safety precaution. On August 27, a motorist suffering from a heat stroke lost control of his suburban and crashed through a road closure barricade at the last thursday event, nearly striking Paul. Paul reacted quickly to halt the motorist from driving past the barricade into a street filled with pedestrians. Then he telephoned Portland police for assistance and helped secure the area. Paul clearly took initiative well above and beyond his routine professional responsibilities. This incident was just one of many ways Paul has distinguished himself while serving the citizens of Portland. Thank you, Paul, very much. [applause] Cathy Saunders from BDS. Cathy is a code specialist three has been an active member of the BDS safety committee in January -- since January 2007. In June of that year she became an official member, and in January 2009, she was elected chair. Earlier in the year Kathleen -- Kathy was one of the bureau's presenters at the 2009 citywide safety committee boot camp. During her first year as safety committee chair, she has become known as a get it done leader. I like that. That's great. She has helped to build safety awareness among bureau employees by being willing to ask employees their thoughts and ideas about safety issues and following through on their ideas and suggestions. Kathy brings high energy, tenacity, and an impressive field commitment to helping BDS employees remain safe and healthy. [applause] Jim Nicks from BDS. Hi, Jim. In May 2009, BDS Inspections Division Manager Jim Nicks took initiative to help employees effectively address verbal threats of physical harm and violence. Something that happens more than you'd think at BDS. When people are trying to get permits. The bureau's work involves enforcing land use and its construction laws and customers have been known to occasionally become angry and upset. Last May, Jim was notified that a customer in the building was making veiled threats to some employees. He took action by forking the Portland Bureau and Bureau staff about the potentially dangerous situation. Jim took the safety of the employee seriously and made sure all precautions were taken and preventive measures were enacted in the event the customer returned to the building again or call for service at an off-site location. After successfully diffusing that encounter, Jim worked with the safety committee to raise employee awareness about policies and procedures for effectively dealing with threatening people. Thank you, Jim, for demonstrating your concern and care for the employees. [applause] 2009 was a year of big changes at the Bureau of Development Services. In response to a significant downturn in the building and development industry, the bureau reduced its work force by almost 50%. Despite the challenges brought by such change, the BDS safety committee continued to carry out its directives with enthusiasm and creativity. An OSHA committee -- compliance inspection in September went very well because the committee had been performing its required duties in a proactive and thorough manner. Our thanks to the BDS safety committee for your commitment to the safety and well-being of your coworkers. Thanks very much. [applause] Paul Scarlet. Workers' comp, which reduced 44% which was about the reduction of staffing. I guess that was consistent with our reduced staffing levels. Here to receive the award on behalf of the bureau is Paul Scarlet, who is doing just an outstanding job with all the various issues. [applause] Jeff Ferrell from the water bureau. Jeff is a lead water security specialist. He was locking up one night at Washington Park when he heard police dispatch to a suicide attempt at Washington Park. A distraught man stated he was going to kill himself by inhaling carbon monoxide fumes from his vehicle's exhaust. Police wasn't able to find the man or his vehicle, cleared the call and left. Jeff was driving through the park on his regular patrol, Jeff spotted an idling vehicle and had a hose connected to the tail pipe. He notified dispatch and opened the car and pulled the man out. The victim was disoriented and most likely would have died if Jeff hadn't taken immediate action to get him out of the vehicle. I'm very proud of you. Thank you. [applause] Robin Hagedorn. Hi, Robin. Another employee at the Portland building suffered a bad fall in one of the stairwells. Robin was quick to summon medical attention for the injured employee and ensured the front desk reception area was aware to direct the

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medical crews and rendered first aid to the victim until medical crews arrived. Robin, your concern and actions for the welfare of others is much appreciated. Thank you very much. [applause] so the water bureau, the sandy river crew, andrew degner, steve schenk, jamie teatsworth, todd evans -- evers, and alan boschee. A mechanical fairier caused by a -- caused a city employee to lose control of his truck and drive into reservoir two within the bull run revoif. The truck was submerged. The driver was able to exit the vehicle and go to the head works facility where he received help from the treatment operators. The sandy river station's crew took immediate action to contain the truck's contents and safely removed the vehicle from the reservoir within four hours after the incident. The driver escaped with minor injuries and the bureau did not have to shut off the water to the conduits.

Due to their quick action. We thank these oaks bottom employees for exemplifying such timely and professional and safe emergency response and life safety. Thank you all very much. [applause]

Is eric full yen here? Eric is actually here on jeff guard's behalf. Jeff joined the water bureau in 2004 as a risk specialist. Under his dedicated leadership, the bureau established standard operating procedures and job hazard natural says. The safety committees became self sufficient and the bureau was awarded certification under Oregon osha's safety and health achievement recognition program. Jeff developedped numerous training programs and has presented frequently. His leadership and safety training and program development were instrumental in his attaining a recent promotion to training analyst. Please thank jeff for his dedication time proving and expanding the bureau's safety culture. Thanks very much. [applause] shon ponder. [applause] shon president the bureau is pleased to recognize shon for his dedication to safe work practices and bureau safety and the safety of others in the bureau. Shon continually strives time prove work -- safe work practices. Takes ownership of safety issues related to his work and follows through to resolution. Plans site specific safety procedures, takes his and others' safety seriously, he simply will not perform a task if it's unsafe. He develops safe and reasonable solutions to safety deficiencies which better ensures that any Deficiencies are addressed quickly and not forgotten. Thank you, shon, for your outstanding work ethic and personal accountability to safety. Appreciate it. [applause] gary egan. [applause] gary is the cochair for the water bureau's Portland building safety committee. Gary has raised the bar for the committee's dedication and performance by increasing its participation in safety events such as take a break for safety, and bureau wide safety committee meetings. Gary used his -- has used his personal time and energy to complete the professional safety development program with Oregon osha, receiving his certification of completion this past november. Gary has also challenged fellow committee members to complete this program and incorporate itled portions of the online train nothing their safety committee meetings. Thank you, gary, for all your efforts to elevate the interest and participation of the water bureau in the safety program. [applause] last but not least p. David sha. In recognition of the Portland water bureau for achieving a significant reduction of losses during fiscal year 2009 against an average of the previous three fiscal years in the following category. General liability, they reduced that amount by 61%. Thank you david for your great work and the work of the bureau. [applause]

Adams: All right. The coveted safety jackets. These are cool. First goes to -- safe driver award for daryl mcdermott. Congratulations. Dairl daryl has been an employee of printing and distribution for over 20 years. He's exercised good safety judgment in carries out his daily duties of delivering the city's business in the form of u.s. Mail, interoffice mail, print orders and paper deliveries, with countless starts and stops. His safety first attitude is imperative to him carrying out his job responsibilities. And to top that off, daryl and all of his driver coworkers had perfect attendance during the december 2008 snowstorm. We're pleased to have such a dedicated and conscientious employee as daryl working in printing and distribution. Congratulations. [applause] alan grim. We are pleased to recognize alan as maintenance operations is pleased to recognize alan as its top safe driver during 2009. He's been with the city since september 18th, 1986. At an works as an informal trainer with new members of the night crew and is highly respected for his driving skills and his

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ability to share safe driving tips with his fellow employees. Thank you for your dedication and excellence. [applause] Jan Flett. Jan has worked at parking Enforcement for 12½ years, most of this time as a swing shift officer. Like all our vehicle officers, she spends the majority of her shift in her car in heavy traffic while checking for illegally parked vehicles, watching for pedestrians and other traffic. Jan works during the most hazardous time of the day, evening rush hour and late at night, when some motorists are driving home from bars and nightclubs. Jan is an excellent example of all the good attributes of being a parking enforcement officer, including making safe driving an integral part of her job. Thank you, Jan. [applause]

Fish: [applause] would Jim Rhonduis come forward. We -- Portland Parks and Rec is pleased to recognize you, Jim, as our top safe driver during 2009. Jim drives a daily route to perform his job as park technician. Sometimes pulling trailer mounted equipment and often operating a fully loaded vehicle. He always practices safe operating procedures and equipment tie-down practices. Always securing his loads from unsafe shifting or from breaking free. Jim, we appreciate your diligence in the safe operation of your vehicle. You're a first class example and role model for other employees. Congratulations. [applause]

Fritz: This is for safe Driver Officer Blaine Tyler. [applause] accepting for Officer Tyler, so you don't get to put the jacket on, I guess. Officer Tyler has been with the Portland Police Bureau since January 1985. Having worked in north-northeast precincts his entire career, he chose to work patrol, driving the streets of Portland to keep us safe. Officer Tyler makes use of the most visible piece of police equipment, his marked police car, in a safe and professional manner. Having responded to countless numbers of high and low priority calls, all of which require diligent response in a police vehicle. Officer Tyler exemplifies what a safe driver award should recognize. And Lieutenant Pat Walsh received the award on behalf of Officer Blaine. [applause] safe driver Randy White. [applause] Randy was selected as the Bureau of Environmental Service's top safe driver by the waste group safety committee and his pump station crew because of his exemplary safe driving. He has had no collisions, maintains an excellent driving record, and responds to emergency callouts, which are often performed under harsh weather conditions. Thank you, Randy, for your dedication to driving safely and responsibly. [applause]

Leonard: Bill Petis. Bill has worked for the Bureau of Development Services since 1998. Inspectors average more than 9,000 driving miles per year. During his successful tenure at BDS, he's become an accomplished professional, earning five new professional certifications in the past two years and successfully completing more than 80 hours of professional development training. That's a lot of classroom hours and test taking. Thank you for driving safely and your dedication to our service. [applause] Fred Williams, and on behalf of Fred, Chief Clum will accept this coat. I know Chief has a lot of these coats, but they're red. So you won't take it. Within our careers we see great things from the people we work with every day. From an exceptional few, we see even greater things that deserve specific merit. Firefighter Wments has worked on engine one since 1997, and has been a primary driver since July 2007. His professionalism and attention to detail is worthy of the highest honors. And is also Derry Jackson dear. I've worked with Fred. Fred object serves daily, weekly, and monthly regimens to ensure the apparatus status not only presentable, but well equipped and ready to government he's careful about choosing a route to a scene taking into account potential delays from trains, bridges, construction, and other factors that might impede fast and safe response. On scene, Fred is careful to position the apparatus to provide the best protection for the crew. Thank you we want to thank Fred for his outstanding service and safe driving performance. It is our pleasure to honor Fred as Portland Fire and Rescue's top safe driver for his commitment to the expaift well-being of all his fellow employees and the citizens of Portland. [applause] Brian Bowles. Brian has been with the city 22 years and Brian has not had any collisions in all that time. Brian holds the commercial driver's license and can be relied upon to operate his equipment safely. He's skilled at operating a variety of different vehicles including dump trucks, crane trucks, and combination truck

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and trailer equipment. He spends most of his time negotiating heavy traffic and narrow winding streets. We here at the water bureau are proud of brian's example to what a safe driver should be. Thanks, brian. [applause]

*****: I'd like a group photo of all the safe drivers. [applause]

Kate Wood, Office of Management and Finance: I'm kate wood, with the risk management program and i've been asked to provide the closing remarks. I've been told to make it short because apparently security is having a hard time keeping people away from the food out in the lobby. [laughter] first i'd like to thank the bureau safety managers who helped nominate the individuals recognized here today and who work every day with their bureaus to help and guide people in their bureaus to make safety a real part of everybody's job. I'd like to recognize the city risk staff, tracy, lonnie, steve morgan and petey reiser who plan and organize and put this event on every year. It is a little harder than it looks. Thank you recognition day is a unique example of visible leadership for employee safety. City council and bureau executives demonstrate their commitment through their active participation in this event. It send as clear message how the city of Portland values employees working safely. I know of no other organization of our size where elected officials give this amount of their time and attention to recognize individual employees' safety efforts. Because we're not talking about calendar and posters or programs or campaigns t today we are honoring the efforts of individuals who singly or in teams have done outstanding work to make safety a real and tangible part of the city of Portland operations. Today we recognize not the product of their efforts, but the people who did them, the employees. We give our thanks to you all because the work of safety never ends. It is continual. And the work of the city government cannot go on without our employees here and healthy. Safe and productive, and serving The citizens of Portland. And speaking of serving, yes serving refreshments in the lobby. I hope that you will join us. Thank you all. [applause]

At 3:02 p.m., Council recessed.

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Closed Caption File of Portland City Council Meeting

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

Key: ***** means unidentified speaker.

FEBRUARY 11, 2010 2:00 PM

Adams: City council will come to order. It is wednesday, february 11th, 2010. It's 2:00 p.m. And city council is in afternoon session. Good afternoon, Karla.

Moore-Love: Good afternoon.

Adams: Can you please call the roll.

[roll call]

Adams: Staff has done a great job, if council could turn to this document that everyone had up here, the memo with the approach and discussion and decisions to recap five. Ricap section number one constitutes amendments that have been made to the recommended draft and those amendments show up in this green document.

Moore-Love: I should probably read the title first.

Item 223.

Adams: Explain to me where we would see the memorialization of the number one, amend recommended draft.

Eric Engstrom, Bureau of Planning and Sustainability: Many of those are also in a packet with blue document that you received earlier.

Adams: Ok. So are there --

Engstrom: It represents the latest edits in the last few days.

Adams: So we would find amendments showing up in the green and in the blue, or only in the blue?

Engstrom: Both.

Adams: Ok. And then on section number 2 on the second page of your february 11th amendment, it says, no amendment to recommended draft. And that's based on council feedback last time.

Engstrom: You heard testimony, but chose -- didn't tell us to change anything.

Adams: Ok. And I will -- let's go through the rest of it and then i'll do some motions and some amending.

*****: [inaudible]

Adams: I'll entertain a motion, there's a motion moved -- move to amend the recommended draft as listed in the february 11th, 2010, memo from eric engstrom, principal planner sections number one and two.

Fritz: Second.

Adams: Moved and seconded.

Engstrom: You should be clear about which box you check.

Adams: That's the next section. I'm just doing the first two numbers.

Engstrom: Got it.

Adams: So is there any discussion on these -- this motion? Anyone wish to testify on this motion before we vote?

Fritz: May I run through the list? Wind turbines in view corridors, courtyard -- accessory dwelling units, long-term bicycle parking, and that's with the amendments to increase to 1.5 spaces. The -- going back to courtyard housing, that's anw an amendment to the code, specified the required open space in shared courts where there's parking, which is in response to input from east Portland.

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We're also doing the minimum lot size in r 2.5 zoning in west Portland park as amended. Zone change criteria particularly with respect to transportation planning, a few minor wording changes and typos, and water cisterns. And then also not amended from the recommended draft wind turbine, courtyard housing density, courtyard housing building coverage, minimum density, loading expenses, fences, upgrades to nonconforming development and the overall process.

Adams: Anyone wish to testify on the amendments? Or on the motion? All right. Karla, can you please call the vote on the motion.

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

Adams: Aye. [gavel pounded] so amended. We're now on page 2 of 4 and we're in the second areas, commissioner Fritz and I have worked on these, given her sense of background and interest, and we have recommendations to the council on this section here. Do you have that? Do we have another copy for commissioner Saltzman?

Saltzman: I've got the green pages.

Adams: So wind turbines, we recommend the first option under 1a, which is to amend the recommended draft to increase maximum row tar sweep areas and commercial zones, 50 square feet -- residential zones in 50 square feet and commercial zones, 150 square feet. Terms of maximum height on wind turbines, to amendment the recommended draft increase maximum height of building mounted turbines to 50% of the base height or 45 feet above the roof, whichever is left. -- less. 1c, on design review, move to amend the recommended draft as shown in option one, attachment a dated february 5th, 2010 for full exemption. And on page 3 of 4 -- ok, wind turbines.

Fritz: If I might mention, the legislative -- we would ask planning commission to come back to -- the planning bureau to do a review and come back in a couple years to let us know how this is going. We're not proposing to put on a specific sunset because it's a concern, we want to encourage this development and for folks to know it's going to be available. We did hear -- I heard some concerns from neighbors and others, your staff was extremely helpful in letting me know what the scope of this is likely to be and that it's likely to be somewhat minimal, so i'm comfortable moving forward with it as recommended.

Engstrom: I would note one thing, we did -- at your feedback, add that this exemption does not supersede the scenic view corridor rules or the historic design review rules.

Fritz: Thaing.

Adams: I'd entertain a motion related to wind turbine and the choices we made, and we've just discussed and I have verbalized.

Saltzman: So moved.

Fritz: Seconded.

Adams: Any discussion of this motion? Karla, please call the vote on the motion.

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

Adams: Aye. [gavel pounded] commissioner Fritz, would you take us through the number 2?

Fritz: This is extending easement to the setbacks, and as the mayor and I and the staff discussed, it turns out there's some pretty neighborhood-specific issues with the character of neighborhoods and the desired character of neighborhoods. So my recommendation and what I move is to amend the recommended draft not to include the provision and ask the Portland plan staff to include this in determination of neighborhood character, more specifically tailored.

Adams: Is there a second?

Saltzman: Second.

Adams: Discussion of the motion? Anyone wish to vote on the motion? Anyone wish to testify on the motion? Sorry.

Fish: I apologize I was late. [inaudible]

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Adams: So commissioner Fritz and I got together to recommend some choices for council consideration and on the eves, extending the eves into the setbacks issues, we realized as part of our discussion that there were neighborhood -- the context in different neighborhoods was different, the context around eves in Laurelhurst is different than the context in arnold creek. And that we actually -- there is less disagreement around the eaves issue than when you look at it in a neighborhood context specific manner. So the commissioner's motion is to send it back to the planning commission to staff as part of the Portland plan to figure exactly that out.

Fish: [inaudible]

Adams: Yes. Anyone wish to testify? Karla, can you please call the vote on the motion.

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

Adams: Aye. [gavel pounded] retaining walls. We are suggesting the second and third options, the idea of being that we take immediate action as we heard in testimony to address the the problems that were identified as part of testimony, but at the same time consider that as binding, but provisional, giving the planning commission an opportunity to look at whether what we've suggested and put in place has any negative unintended consequences that we might not be aware of. Is that fair?

Fritz: If I might just add to that, this shows that showing up at the last public hearing after a two-year process can make a difference. And that citizens came in with very compelling testimony -- I think one citizen came in with compelling testimony and others Sent emails. The mayor and I agree is an egregious enough problem that we like to accept staff's recommendation for how to fix it for right now. We also greatly value the planning commission's work, the volunteers who look into all of the ins and outs of the proposals that come to us, so we want to put it into the code with a six-month sunset so the planning commission has an opportunity to review the good suggestion from staff as to how to fix this problem, possibly sends it back to us and say this is exactly what we need, or send it back with amendments. But to do it in an expeditious manner while still taking care of the problem right now.

Fish: So moved.

Saltzman: Second.

Adams: It's been moved and seconded to adopt the motion. Would anyone like to testify on the motion? Karla, please call the vote on the motion.

Fritz: Again, thank you to the citizens and to the staff for coming up for the rapid response to this problem. Aye.

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

Adams: Aye. [gavel pounded]

Jim Van Dyke, Sr. Deputy City Attorney: I'm sorry to -- I just got lost on that. Are you moving both the second and third recommendations?

Adams: Yes. Section 4, related to lots in r5 zone. Our recommendation is not to -- regarding this matter and So adopt this provision. Which would add a minimum lot size for vacant lots. It's related to -- that's 4a. 4b is related to refer this issue back to the planning commission for further work. And we have c and d on page 4 of 4. To move to -- to recommend that the recommended draft to not adopt this provision, the current five-year waiting period would remain unaltered, so status quo, and then on d, regarding property lines, move to allow property line adjustments only if both lots will be developed with attached houses. So discussion on this section. Related to remnant buildable lots.

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

Engstrom: It would remain as five years under the options we put here.

Adams: That's what it is now?

Engstrom: Right.

Fish: Is there a good argument for kicking it to 10 years?

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Engstrom: We observed when the market was hot that the five-year waiting period was not a disincentive for demolition. In the current climate, I don't think that's a problem. So we have time to figure that out.

Adams: Other discussion? I'll entertain a motion.

Fritz: Move to accept the recommendations -- what you just stated for lots in r5 zone.

Saltzman: Second.

Adams: Moved and seconded, additional council discussion?

Sandra Wood, Bureau of Planning and Sustainability: For 4d, that's the corner lot provision. You had stated that you were inclined to move to allow property line adjustments only for attached houses on corners, you want minimum lot sizes to be established for those or not? Right now the recommendation is that those would have a 1600-square foot minimum lot size. The second motion would eliminate that 1600-square-foot lot size. So there's two questions here. Do you want -- attached houses on corners, and detached houses on corners?

Fritz: Just attached.

Wood: Ok. So that's the motion. And if it's just attached, do they have minimum lot sizes or not?

Leonard: This seems -- the upshot of this is significant. Shouldn't we have more further public discussion before we make a decision like this that includes the housing community and others?

*******:** The --

Fritz: The intent is to keep it as in the current provision. In the r5 you can have an attached house. That's what the intent is.

Wood: You can do that whether you have preexisting lots or not. You going through a land division and that's consistent with that.

Leonard: Have we done enough outreach for people affected by this so people know what we're doing today?

Engstrom: The current language is very recent at 84 request -- your request. The basic proposal, the discussion of what to do about these corner lots went through a Stakeholder committee with the bureau of planning and sustainability and bds over two summers ago, and into last fall where there was quite a bit of discussion. So there's a lot of awareness about this issue and that we've been talking about it --

Leonard: I understand, but what we're specifically prepared to adopt, has that --

Adams: Is there a consensus athrownd, among stakeholder groups?

Engstrom: I think what you're prepared to adopt is a reflection of what you've talked about since our last hearing.

Leonard: That's not my question. My question is, I get that it's what we've talked about. But --

Engstrom: I think the answer is no, there hasn't been a great deal since the -- this has come up at the council.

Leonard: I think we need to do that. I'm not comfortable with us sitting here and having an individual take a point of view and -- without making sure that we have had a broader discussion.

Fritz: We currently have in the code a provision that says any r5 lot on the corner can be developed with a duplex. So that has been in the code, it's been widely accepted, perhaps not widely liked. That's the intent of this amendment, is to make that apply radarless of whether there's an under-- a second underlying lot or not. Before skinny lots were invented or discovered, that was how you got two houses on the corner, there were -- so the duplex concept tends to be more affordable. You're also allowed to do accessory dwelling units on corner lots. Which again allows the development of small and by the amendments which we're going to adopt, an 800-square-foot footprint home. The intent of this adjustment -- this amendment is to make the same apply.

Leonard: We do have a process to try to listen to what our ideas are and how they affect people in the community. And it don't sound like we've done that. And I think we should.

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Wood: I think what came out of -- what did come out of planning commission was a recommendation that would allow for detached houses on corners and we would also allow for attached houses on corners. What's on the table today based on the recommendation is to tighten that a bit and only allow for attached houses on corners. So that's a motion that --

Leonard: I'm just wondering why we don't send this back for further discussion.

Adams: Is it just commissioner Leonard, is it just 4d, or is it other letters under 4 that have you a concern with?

Leonard: I just know from having been here for seven-plus years, that these are issues that there are a lot of emotion around, and it just feels like a little bit this is going on the fly, and I want to make sure I understand what we're doing and the best way is to hear from people who are affected by it, both in a neighborhood and builders.

Adams: That's all -- for everything under 4?

Leonard: M-hmm.

Adams: Other discussion?

Saltzman: Would that be something the review advisory committee would be an appropriate --

Leonard: Them and, you know, maybe the planning commission should have another discussion about this, but definitely the development advisory committee should be at least aware that we're getting ready to do something different than what's been discussed.

Fish: Is another alternative just to sever this piece and put it over for two weeks and give people a chance to by letter or testimony, come in and take it up again?

Leonard: Yeah.

Fish: I'd rather keep it in council than take it back to the bureau.

Leonard: I'm more concerned that people just know what we're doing.

Fritz: If you make it three weeks, that would be fine.

Adams: Will you accept a friendly amendment of three weeks?

Fish: Yes.

Adams: For the whole a. For 4. So there's council consensus that we will make final decisions, we'll bring this back in three weeks to deal with numeral 4.

Leonard: And will you -- will you make sure we notify drac and the affected --

Engstrom: I know who to call.

Adams: Ok.

Fritz: If I might just follow, conclude this discussion, we did have the hearing, we had testimony, we had consideration, certainly within council's responsibility to consider and sometimes amend planning commission's recommendation. So that's part of what we're doing, I believe. I'm happy to defer to your request to have a little more time for consideration.

Adams: Is it possible to adopt the rest of it and bring this one section back, or do I just delay gratification?

Van Dyke: Bring section 4 back at a later time.

Adams: This is just a tentative decision today. I would feel -- and I think staff has been working on this, this exemption, I would like to do that. Are there folks that would like to testify on the now amended proposal? Has anyone signed up?

Van Dyke: I think we need a motion to hold this over for three weeks. You described this as a friendly amendment. So I think we need to vote on that amendment to bring it back in three weeks.

Fish: Bring back number 4.

Van Dyke: So the record is clear --

Fish: So moved.

Fritz: Second.

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Adams: Moved and seconded that we would continue the discussion on section number 4 and bring it back in three weeks for further consideration and that the intervening time we will do outreach to Stakeholders.

Richman: Two questions, if we could get the specific date that we come back on, we won't have to renotify -- the other is whether you want to hold second reading for all of these on the same day, or if you want to pass the first part to second reading next week.

Adams: Let's dot first part to second reading next week.

Richman: We'll have two effective dates.

Wood: Two ordinances.

Adams: Is that going to be a total pain in the -- if it is --

Wood: Yes.

Adams: If it is, I will delay gratification.

Fish: Aren't you just cutting and paste something.

Wood: No, it's two separate ordinances, two separate appeals --

Adams: Would the maker of the motion that I requested please withdraw? The motion?

Fish: So we'll hold --

Adams: We'll hold the whole thing over for consideration in three weeks.

Adams: We'd be taking testimony on everything?

Leonard: It's a second reading.

Wood: Three weeks we return for -- in three weeks we would return for discussion on number 4 and we'll give feedback on the public outreach we've done, and then a week after that, so the fourth week we'll do second reading on everything.

Adams: That's fine. Is that ok? Commissioner Leonard raised a legitimate question, and I think we'll just -- we're going to pass something, really. We keep saying that.

*****: [inaudible]

Adams: We can today? Can we today?

Van Dyke: If you hold the -- I think you can close off testimony today if you do something different on item 4, then I think you're going to have to allow additional testimony at that time. Different than what is already being presented here today, among the options.

Wood: But we could close testimony for all the other items except for item number 4.

Van Dyke: Yes. You can close testimony for all the other items.

Fritz: The purpose of this hearing was to have testimony on these amendments. So if there is a further amendment on them before at the next hearing, then I would suggest we reopen it for that. But otherwise, nobody is here to testify on --

Adams: We agree.

Fritz: -- the proposal on the table, so we could pass it all at the second reading. In three weeks. With the understanding that we would have a discussion about number 4 before voting.

Adams: I move that we close testimony on all items of recap -- ricap 5, except issues related to number 4, and do we vote on this?

Van Dyke: We have a current motion on the floor to bring just issue 4 back in three weeks. My understanding, if i'm correct, is that commissioner Fish has withdrawn that. Then we can proceed to the motion to close the testimony on all these items.

Fritz: Including 4, because nothing has changed when we come back in three weeks if we --

Van Dyke: And that was my understanding, if nothing is changed on 4, the testimony can be closed today, but if something new comes up on 4, when you're discussing it in a couple of weeks, then you would have to take in testimony at that time.

Fritz: Somebody would move an amendment to 4 --

Van Dyke: Correct.

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Fish: Or we'd move to suspended rules as we did yesterday to take testimony. I'm comfortable with that approach.

Fritz: The motion is to close testimony on everything.

Adams: The motion --

Leonard: Just move to second reading. You don't have to have a motion.

Adams: So I move that we close testimony on ricap 5, barring the need for further discussion on number 4 as noted in the february 11th, 2010 memo.

Fritz: Second.

Adams: Moved and seconded. Any discussion of this motion? Karla, please call the vote on the motion.

Fritz: I want to say this several times, this has been an enormous amount of staff work, and I really appreciate it all. Aye.

Fish: I very much appreciate that the mayor and commissioner Fritz got together and came up with some new language. I want to echo what the mayor said, that this cheat sheet is particularly in these planning issues, any -- is a real advance, whoever prepared this. Thank you. Aye.

Adams: Who prepared?

Fritz: Jessica.

Saltzman: Thanks to staff. Aye.

Leonard: Aye.

Adams: Aye. [gavel pounded] all right. We stand in recess until 3:00. [recess]

At 2:20 p.m., Council recessed.

At 3:02 p.m., Council reconvened.

Adams: Thursday, february 11, 2010. We're back from recess. Karla, please call the roll.
[roll call]

Adams: Please read the title for time certain item number 224.

Item 224.

Adams: If staff would come forward and have a seat. The first thing I would like us to do is to consider by way of motion to amend this peach-colored paper, and this is -- these changes are some -- if -- we were able to perfect the document even more and they're responsive to some of the council discussion last week. Ellen, do you want to highlight anything from this?

Ellen Vanderslice, Bureau of Transportation: One of the things I came up -- that came up in testimony was the fact that we didn't have a north-south route through gabriel park. That was in deaf terrell owens our colleagues in parks and recreation who felt that the existing route through the park north of vermont creek was too much through very active park areas to be bikeway dedicated Bikeway, and -- but last week we were able to meet on -- earlier this week on monday with our colleagues in parks and actually agreed on a conceptual alignment towards the western edge of the park. That would assuming we're able to identify some funding for, that it would require a bridge which would require environmental review. At least we do have a line on the map, so that is one of the amendments.

Saltzman: On the western -- western edge of gabriel park?

Vanderslice: Western edge of the park, just to the east of southwest 45th avenue. The exact alignment would need to be worked out, but as concept, we've agreed that we can have a route through the park that will be a multi-use trail, so it will be pedestrian and bicycle, but designed for a little bit higher speed bicycle travel as opposed to the winding pedestrian path that exists now in the park. And that will be a key connection from Multnomah village to the community center, so we're very, very happy to have reached that agreement with parks. The other thing i'd highlight is the concerns that were raised by the representative from the Portland freight committee. We did work

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with them to craft some notation that will add in the plan to clarify the intent of our classification. And just to reiterate, the balance that the transportation system plan cats For in examining different -- classifications for different modes. Where we are suggesting a classification for bicycles on a roadway that is, for example, as was mentioned in testimony, a priority truck street, there won't be anything developed there that interferes with the function of this street as a priority truck street.

Adams: I'd move the salmon-colored --

Fish: Second.

Adams: Thank you. Council discussion on --

Leonard: Very excited second.

Adams: -- amendment.

Fritz: It's a fantastic job of responding to testimony. There was a question about holgate and the the woodstock neighborhood, and I don't see that on here.

Vanderslice: Well, I did write about that in the memo that I sent you. We did look at holgate, but it was asked that we consider adding a specific project to put across in there, and our feeling was that that really is that we have so many deficiencies on our existing bikeway network, that's one of them. But to we intend to address deficiencies like that through area improvement plans. And so that's really how we intend to address that one as well, rather than calling out a specific improvement just at that location, when we have so many deficiencies around the system that are of a similar kind of lack in our system.

Fritz: Is that a similar answer to the question someone raised about whether it should be 14th or 15th or 16th in sellwood?

Vanderslice: In sellwood, we had previously met with mr. Knotty and talked about the fact that the plan has enough flexibility that in project development if we couldn't make a safe crossing at 14th, we could easily move the route to 16th. My feeling was, if they keep saying they want 16th, we'll move to 16th, but when we talked to them further, they're in agreement with us, that 14th if we can solve the problem much the crossing at bybee, is a superior route. So we've agreed to leave it there for the time being. And if in project development we can't make a safe crossing at 14th and bybee, then we would re-car the route. But we actually discovered a little discrepancy on where we had indicated the bike boulevard following southeast 13th for a block. Or two blocks. That don't really work because of the volumes on 13th. So we've actually, in the amendments here, add add block of southeast knap to make the connection between the sellwood boulevard and southeast 14th.

Fritz: And you have done a tremendous job of addressing specific concerns. So in general, if something comes up in the future where it turns out when we go to do something that conditions have changed or we find out new information, what would be the process that the plan would be amended in the future or that bikeways might be built in a different location?

Vanderslice: There are two things. We can amend the plan in the future, and we are coming back to council a year from now and 5 years from now to report on progress. So at those kinds of tech tl amendments could be made. Also, nothing that we've done in the plan takes effect until it is adopted into the transportation system plan by ordinance. So there will be a further public process for vetting these changes. But the other thing is that in our plan it's specifically set that in project development we may need to make changes, because at planning level, we can't have gotten everything exactly right. When we get down to the project level and are working with the stakeholders on the actual project, there may be little changes of route, one of the things that came up in public comment was the question of northeast 9th versus northeast 11th. That's a similar concern. At that level we'll be able to get that right when we get to the project.

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Fritz: I know you also did wonderful work on the pedestrian master plan, and the concerns were raised about whether the bicycle plan trumps -- talk to me about how we'll make decisions if there's only enough room for pedestrian or bicycle facilities on a particular roadway.

Vanderslice: So we did add one final change this morning. Based on your commissioner, commissioner Fritz. If you look on the backside of this amendment, there's an action item that we're adding under 5.1e that just reminds us to address pedestrian travel needs when we're implementing bike lanes or other bicycle facilities on roadways that have no sidewalks. But also in thinking about how these things are determined, those classifications get weighed in the course of doing a project, and many other considerations about the various modal networks, their connectivity, it weighed in determining what gets built. I think that in southwest where we have the greatest difficulty with streets that have neither sidewalk nor bike lanes, trying to make sure that we accommodate everybody, the real answer as we've said in the plan, is to build complete streets. But that's not always the first thing that we can do. So as we do these interim bicycle improvements, we will definitely be looking to address that question of how are we providing for pedestrian travel on those streets.

Fritz: Thank you. And I know transportation is committed to community outreach with each particular project, so there will be opportunities for community members to be involved.

Vanderslice: And the funding that we understand, we understand is going to build sidewalks, will help too. All of those sidewalk projects will be adding bicycle facilities as well.

Fritz: Thank you.

Saltzman: So what Gap -- sellwood gap?

Vanderslice: Sellwood gap. So the sellwood gap is actually in our plan, it's -- that section of the the trail is classified as -- recommended to be classified as a major city bikeway. It is -- it's in the project as a world class project. And currently it is actually funded, but because metro, which owns the property, has a use agreement with the rail user, and they have not been able to negotiate a deal for the location of the trail, the thought right now is to spend the money that they have to build the trail to make the the on-street improvements on southeast 19th and southeast umatilla to make the actual connection work with on-street facility. So we would be trying to do it very -- very nice bicycle boulevard connection. But the --

Saltzman: The idea is if and when metro reaches an agreement with the property owner -- the sellwood gap would be --

Vanderslice: The sellwood gap is still in the plan, it's still a project, and it would be really the preferred route because it's the major city bikeway route as opposed to the city bikeway route that the boulevard would follow.

Saltzman: Ok.

Adams: Any other discussion on the amendments? Does anyone wish to testify on the the motion?

Moore-Love: We have three people signed up.

Adams: On the motion.

Moore-Love: On the amendment.

Adams: Have you a sign-up sheet for the amendments? Ok. Any other discussion from council with this panel and staff? All right.

Saltzman: Mr. Mayor, I have an amendment.

Adams: We have a different amendment on the floor.

Fish: We're taking these up in sequence?

Adams: We're going to take the amendments one at a time. We're taking this as one amendment.

Fish: We're taking testimony on this?

Adams: Apparently.

Adams: This is on the salmon-colored amendments. Welcome to city council. You just give us your first and last name and that clock will count down three minutes.

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Gregg Lavender: Greg allan kenniston vogel derks i'm here visiting from the wood lawn neighborhood in northeast Portland. I was in another meeting, I got in here late. I want to thank you for your hard work, and i'm looking forward to an unanimous vote. I didn't get to hear the amendments, i'm sure they're really important, but we can work out details later. I'm really looking forward to a 5-0 vote. Thanks so much.

Adams: Thank you.

Daniel Garwood: My name is daniel garwood, visiting from new york.

Adams: Welcome.

Garwood: Thank you. I just wanted to say thank you to all you guys for making Portland a very easy city to get Around. It's just -- i'm jealous. New york -- you know what's going on with transportation in new york. Enough to say that you guys know what's what. Thank you for that.

Adams: Are you thinking of relocating to Portland?

Garwood: After visiting, it's a possibility.

Adams: You would be welcome.

Garwood: Thank you.

Fish: Commissioner Leonard is our ambassador. If you need some tips, check with him.

Leonard: Unfortunately commissioner Fish is from new york and he's filled our quota. [laughter]

Garwood: Thank you so much. I appreciate it.

Adams: Thank you for your testimony. Karla, can you please call the roll on the amendment contained in the salmon-colored paper.

Fritz: I'd surely appreciate when citizens come in after a long process, make good points and staff respond. Thank you so much. Aye.

Fish: Aye.

Saltzman: I appreciate the thorough staff work between now and last week. Aye.

Leonard: Aye.

Adams: Thanks for the amendments. Aye. [gavel pounded] all right. Any other amendments?

Saltzman: Last week I suggested an amendment that would use the utility license Fees collected over and above current projections as a funding mechanic millenium to implement the bicycle master plan. Since that time i've met with the city's bicycle advisory committee to review this potential funding proposal, and I appreciated their thoughts and suggestions which are articulated in the letter that was sent to us yesterday. And as usuals there's a lot of wisdom in their letter, and I have decided to follow their wisdom and I am asking that we incorporate the suggestion of my potential funding amendment into the ffntion plan committee that will be convenient by the mayor to look at financing option the. I do think this is a viable option and I think it should be looked at by the finance plan, and that's basically I would have it resolved, which I can read if you want me to, it's right in front of you, that would say we look at this idea as part of the finance plan. For the bicycle master plan. I would move that amendment.

Adams: Is there a second? Motion fails. [gavel pounded] so what I want to do for the record, having talked to my colleagues, is to offer what I think is a kind of funding approach that this plan really deserves. This is a national, international class bike strategy. And we -- i'm concerned that highlighting a very speculative funding source that in the best case scenario we would see revenues for from for three to Five years, and it ends up that based on your first description of this amendment, actually turns out to be very different, you came to learn is actually a very different funding source, so it's even more speculative. I think this plan deserves better in terms of funding sources. So what I will do, and I want to make sure that my council is supportive of this as they vote or offer comments at any time before we vote, is that I will return to the council with -- within 30 days with a kick-start fund, with a kick-start funding option for council to consider of \$20 million. The resources of which will be derived from the -- taking some of the savings we have received in the bureau of environmental services, we're getting very good contract savings in the

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bureau of environmental services, and where bicycle boulevards and green streets meet is actually on the street. And a lot of what's required to make a bike boulevard are actually the same things used in green street treatments. So i'll be coming back using savings, both administrative savings and also the big pipe is winding down, so some of the communications expenditures are not as necessary. So between contract savings and the wind-down savings from the big pipe, i'll be coming back with a kick-start, one-time, but \$20 million to help get this plan going. We then get -- take advantage of the great contracting climate That exists right now. And because we will also make sure that the \$18 million that I proposed to use, a portion of the transportation new state transportation resources of \$18 million used on sidewalks, we will come back with the streets where we will do sidewalk improvements and/or green street improvements, and bikeway improvements as called for in this plan. So i'll be doing that, and then the financing task force work will continue, because that's just going to be \$20 million of one-time funding, but it shows this council by moving forward with this shows our support for getting going and getting going with a bang. So that is my legislative intent moving forward, and we'd like to hear as we vote on this, any thoughts of support from my colleagues. So do we have anyone signed up for the plan itself? Then please call the roll.

Fritz: A lot of hard work has gone into this plan, and it's really great that many folks came back this week to listen to us vote, and I appreciate especially the staff work. An enormous amount of staff work has gone into this, and it's excellent work. Thank you so much. What's exciting about this is it's a plan that's not going to sit on the shelf. It's going to be an almost daily use, and even when folks are walking and biking around places that don't have them, they'll be able to say, this is in the plan, and it's going to be coming up, i'll be able To -- more comfortable route to wherever you want to go to. So I applaud all the effort. I'm glad to hear that we're going to have a long-term strategy for funding. And we -- I received a lot of concern about the \$600 million as well as a lot of support for the \$600 million. And my belief is that we need to provide basic services in all 95 neighborhoods, that walking and bicycling are certainly having a smooth surface and a safe surface that whether you're in a wheelchair or on a bicycle, have a stroller or a pedestrian, it's something that is a basic service in every neighborhood. And all of us wants all of our citizens to be safe as they move around our city. That those who would never get on a bike don't want to get on a bike, are kind of miffed that other people might be on bikes, it's still in their best interests to fund safe bicycle and pedestrian facilities so that there aren't collisions. Because none of us wants to be in a collision whether it's vehicle, automobile, bike collision, or whether it's a bike-to-pedestrian collision, or bike-to-bike or any of those. We want safe streets in our neighborhoods. And that's what this plan is all about. It's looking about how to make freight and pedestrian and bicycles, and all the other important modes, the major traffic streets, the parking, the businesses, and all the things that work in a major city which is what we're becoming, that's what this plan is about. And i'm very happy to support it. I am glad to see the attention to neighborhoods and communities that have been disadvantaged and continue to be disadvantaged. I think that's an important part of this plan, which we all will pay attention to. And i'm glad to see the part about education and peer pressure, peer encouragement to have all modes be careful about each other and about the different modes. And we had a doctor from ohsu testify a couple weeks ago about the importance of bike helmets, and the tragedies that happen when people don't wear helmets. So it's little things and big things all rolled into this amazing package which I very much support. And i'm glad to see that there's attention to the different modes and the respect which is what this plan is about. So thank you to mayor Adams, thank you to ellen and roger and the entire team. Thank you that -- the citizen groups, the southwest trails, the technical advisory committee, the bicycle advisory committee, the Portland freight committee, the willamette pedestrian coalition, and in particular thanks to amanda in my office who has diligently followed this, in the 13 months we've been here, and i'm very happy to support it. Aye.

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Fish: Thank you, mayor. This is your moment, and I will be very brief. This would not have happened without your leadership. And you deserve the credit for This plan. And I fully support the legislative history that you've put forth for funding mechanisms. I too want to thank ellen and roger and katherine for the time they spent educating me. I also want to thank mia burke, who played an indies pensable role behind the scenes making sure everyone in the council had the information they needed. And of course the advocacy community from the bta on down the line that took time to educate us and take time to come to our offices and make sure we understood this plan. And also appreciate all the people that reached out to us with their concerns as well as their support. I cannot think of a public process which has been more inclusive, and it has -- where more time has spent collecting input from all stakeholders. But today the credit goes to our mayor for his leadership in crafting this ambitious and focused plan and for the way you've handled the public process to this point. This plan will make bicycling a cornerstone of Portland's transportation system, adding more than 300 miles of pathing, and prioritizing planning and improvements that enhance our sustainable transportation system. And it will focus on equity, working to bring access to safe, comfortable, and family friendly bikeways to all Portlanders. As the father after 6-year-old getting his first bike soon, this is particularly important To me. I'm also excited under this plan we'll -- we are exiting to beginning an ambitious planning for a regional system of bike trails. With a special focus on off-road trails, and I -- your direction I have taken leadership role both in forest park and gateway green, trying to jump-start processes to imagine how we can significantly expand our capacity in off-road cycling, and doing so in a way that respects our environmental tradition. Here in Portland we're proud of our commitment to sustainable policies and practices, and we're proud that we are consistently ranked at the top of bike-friendly cities nationwide. This plan, which has been rightly been called the best of its kind in the country, will help us remain the country's leader in biking. Thank you again, mohr, and my colleagues. I'm pleased to vote aye.

Saltzman: I want to thank mayor Adams and the staff, ellen, roger, katherine, all the other people, bicycle transportation alliance who have helped participate in this wonderful plan before us. It's an ambitious plan, and that's as it should be. We are a city of ambitious people, and we often -- if we ever waited to figure out the fifnedding before we did something, we'd never have streetcars. So I remember charlie hales, if question didn't figure out -- if we didn't have the funding Figured out, if we had to figure it out figs we would never have had the streetcar. So you have to shoot for the stars, so this is a plan that does that. We may not have every funding source nailed down yet, and while I like the concept of what I just heard of the jump-start package, I also have to caution that as the commissioner in charge of the bureau of environmental services, I need to examine how this will impact our ratepayers who are -- but the idea, the concept, i'm fully prepared to embrace, but I need to see the details on that. But I do think this is a step forward, and you have the commitment of this council to figure out a way to pay for this plan one way or the other. There are many options in front of us to do this. And once again, we will enjoy the leadership that the city as we just heard from the gentleman from new york city, the accolades that we deserve for having a community that cycles and having the rest of us who may be -- maybe don't cycle as much want to make sure that everybody is safe and everybody shares the rights of way and the roads and paths. So i'm pleased to vote aye.

Leonard: Certainly in Portland being associated with passing a bicycle master plan is a popular thing to do. But it would not be fair to not acknowledge that the devil is in the details and having been one who has championed causes in the past, as popular as they may sound at first, it involves a lot of difficult, meticulous Hard work to develop a plan, particularly one such as comprehensive as the bicycle plan seen before us. So I would just tell from you my own experience and observations as much as each of us here might like to take credit for where we're at on this, it wouldn't have happened without the leadership of mayor Adams. He forged the work group that worked on this, he has led it through to this point, and as I have learned not only do you have to look ahead when

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you're leading, sometimes you have to look behind you. And that notwithstanding is successfully navigated the barriers to successfully passing a major initiative like this. He has my respect and admiration for doing that. I think his idea for the \$20 million kick-start is ingenious. It ties in my humble view, our desire to build smarter streets and sidewalks and yes, bikeways with the impact it has on our streams and rivers. If anybody thinks that's not important, we have learned here in Portland given the project commissioner Saltzman is involved in with the big pipe, that anything we can do to mitigate the impact of rain water or runoff on our rivers makes a lot of sense. Tying bicycling to that makes sense. Bicycles don't create the polluted runoff that automobiles do, and they end up in our cubs and in our water system, and the willamette river, so I think it's actually an ingenious approach to a very complex Problem. So i'm just pleased to be in the position here to be able to do my part which is just to vote aye.

Adams: I want to thank the city council for their kind remarks and commissioner Fritz, who -- because we're in voting, passed me a note saying that you support the fast art funding approach proposal. All I need is you to sign it right here. [laughter] get it notarized and we'll be good to go. I'm very lucky. I get to wake up in the morning and not only work with a great city council, but a group of folks in transportation that are second to none. I would say in the entire globe for innovations around mobility. And doing it in a way that is sustainable. And it's inspiring to work with you, I appreciate your work, I learn -- have learned so much, and i'm really thrilled to have been -- have worked with you over the last five years to get this to where we are today. So roger geller, ellen, mark, sarah, sue, paul, john, I also want to underscore my thanks for the bicycle transportation alliance, especially michelle, who's I think going on your last couple days here, who's been the key representative on this project, your work has been invaluable, really appreciate it. I also want to thank the chairs of the steering committee and the entire steering committee, the cochairs mia and jay. So -- and finally my own team, Katherine, also tom, and the entire mayor's office staff. Thank you very much. I'm pleased to vote aye and return to council in 30 days with a fast start \$20 million injection to getting this plan going. [gavel pounded] it's approved: [applause] and we are adjourned.

At 3:33 p.m., Council adjourned.