



CITY OF
PORTLAND, OREGON

**OFFICIAL
MINUTES**

A REGULAR MEETING OF THE COUNCIL OF THE CITY OF PORTLAND, OREGON WAS HELD THIS 20TH DAY OF JULY, 2011 AT 9:30 A.M.

THOSE PRESENT WERE: Commissioner Fritz, Presiding 9:30–10:10 a.m.; Mayor Adams, Presiding; Commissioners Fish, Leonard and Saltzman, 5. Mayor Adams arrived at 10:10 a.m. Commissioner Leonard left at 11:10 a.m.

Commissioner Saltzman arrived at 9:35 a.m.

OFFICERS IN ATTENDANCE: Karla Moore-Love, Clerk of the Council; Roland Iparraguirre, Deputy City Attorney; John Holly, 9:30 a.m.-noon and Steve Peterson, noon-12:52 p.m., Sergeants at Arms.

Council recessed at 9:54 a.m. and reconvened at 10:10 a.m.
Council recessed at 11:10 a.m. and reconvened at 11:16 a.m.
Council recessed at 12:17 p.m. and reconvened at 12:23 a.m.

Item No. 750 was pulled for discussion and on a Y-4 roll call, the balance of the Consent Agenda was adopted.

COMMUNICATIONS		Disposition:
738	Request of Pete Colt to address Council regarding sustainability (Communication)	PLACED ON FILE
739	Request of Hector L. Cervantes to address Council regarding illegal operations, experiments done on citizens (Communication)	PLACED ON FILE
740	Request of Barry Joe Stull to address Council regarding the problem with blaming others (Communication)	PLACED ON FILE
741	Request of Joe Walsh to address Council regarding Joint Terrorism Task Force and sit lie (Communication)	PLACED ON FILE
742	Request of Samantha N. Dang to address Council regarding Portland Development Commission and the development project at 6919 SE 82nd Ave (Communication)	PLACED ON FILE
TIMES CERTAIN		

July 20, 2011

<p>743 TIME CERTAIN: 10:10 AM – Declare intent to initiate local improvement district formation proceedings to construct street, multiuse path and stormwater improvements in the SE 33rd Ave and Pardee St Local Improvement District (Resolution introduced by Mayor Adams; C-10042) 20 minutes requested</p> <p>Motion to amend Exhibit A and replace Exhibits B and C in accordance with staff July 19, 2011 memo: Moved by Mayor Adams and seconded by Commissioner Fish. (Y-5)</p>	<p>REFERRED TO COMMISSIONER OF FINANCE AND ADMINISTRATION</p>
<p>744 TIME CERTAIN: 11:00 AM – Accept the Portland Economic Development Strategy: A Five-Year Plan for Promoting Job Creation and Economic Growth – Two Year Status Report (Report introduced by Mayor Adams) 45 minutes requested</p> <p>(Y-4; Leonard absent)</p>	<p>ACCEPTED</p>
<p>CONSENT AGENDA – NO DISCUSSION</p>	
<p>745 Appoint Ashley Horne to the Human Rights Commission for a term to expire October 31, 2012 (Report introduced by Mayor Adams and Commissioner Fritz)</p> <p>(Y-4; Adams absent)</p>	<p>CONFIRMED</p>
<p>Mayor Sam Adams</p>	
<p>Bureau of Planning & Sustainability</p>	
<p>*746 Amend Operating Agreement with Portland General Electric and Shorebank Enterprise Cascadia for Clean Energy Works Portland on-bill repayment and loan processing and assign all rights and obligations to Clean Energy Works Oregon, Inc. (Ordinance; amend Contract No. 32000319)</p> <p>(Y-4; Adams absent)</p>	<p>184744</p>
<p>747 Authorize Intergovernmental Agreement with Metro to accept \$80,000 for administration of the City Master Recycler Program in FY 2011-13 (Second Reading Agenda 707)</p> <p>(Y-4; Adams absent)</p>	<p>184745</p>
<p>Bureau of Transportation</p>	
<p>*748 Authorize the Bureau of Transportation to acquire certain temporary and permanent easements necessary for construction of the Lents TC: SE Foster Streetscape Project through the exercise of the City's Eminent Domain Authority (Ordinance)</p> <p>(Y-4; Adams absent)</p>	<p>184746</p>
<p>Office of Management and Finance</p>	
<p>*749 Pay claim of Kristin Bouthillier involving Portland Police Bureau (Ordinance)</p> <p>(Y-4; Adams absent)</p>	<p>184747</p>

July 20, 2011

<p>*750 Pay claim of Brownstone Homes involving Bureau of Development Services (Ordinance)</p>	<p>REFERRED TO COMMISSIONER OF FINANCE AND ADMINISTRATION</p>
<p>Commissioner Dan Saltzman Position No. 3</p> <p>Bureau of Environmental Services</p> <p>*751 Accept a grant agreement in the amount of \$50,000 from East Multnomah Soil and Water Conservation District for Eastmoreland Golf Culvert Removal and Habitat Restoration Project (Ordinance) (Y-4; Adams absent)</p>	<p>184748</p>
<p>Commissioner Nick Fish Position No. 2</p> <p>Portland Housing Bureau</p> <p>752 Certify Nonprofit Corporation Low Income Housing Exemptions to County Assessor according to Code Chapter 3.101 (Resolution) (Y-4; Adams absent)</p>	<p>36873</p>
<p>*753 Authorize application to U.S. Department of Housing and Urban Development, Office of Community Planning and Development, Office of HIV/AIDS Housing for a grant in the approximate amount of \$1,375,000 to advance HUD's implementation of the National HIV/AIDS Strategy (Ordinance) (Y-4; Adams absent)</p>	<p>184749</p>
<p>REGULAR AGENDA</p> <p>754 Appoint Damien Hall, Karl Rohde, Rich Rodgers and Sattie Clark to the 2011 Charter Review Commission for terms to expire January 20, 2012 (Report introduced by Mayor Adams and Commissioners Leonard and Saltzman) 10 minutes requested (Y-4; Adams absent)</p>	<p>CONFIRMED</p>
<p>Mayor Sam Adams</p> <p>*755 Establish process for appointing members to fill vacancies on the 2011 Charter Commission (Ordinance) 10 minutes requested (Y-4; Adams absent)</p>	<p>184750</p>
<p>Bureau of Transportation</p> <p>756 Adopt the Revised Capital Budget and Finance Plan for the Portland Streetcar Loop Project (Resolution) 30 minutes requested for items 756-761 (Y-4; Leonard absent)</p>	<p>36874</p>

July 20, 2011

<p>*757 Amend the Intergovernmental Agreement with TriMet for support services related to construction of the Portland Streetcar Loop Project (Ordinance; amend Contract No. 30001134) (Y-4; Leonard absent)</p>	<p>184752</p>
<p>*758 Amend the Intergovernmental Agreement with Multnomah County for services related to County bridges and the Portland Streetcar Loop Project (Ordinance; amend Contract No. 30001389) (Y-4; Leonard absent)</p>	<p>184753</p>
<p>*759 Amend contract with Portland Streetcar, Inc. to provide additional project management and other professional services for the Portland Streetcar Loop Project (Ordinance; amend Contract No. 37251) (Y-4; Leonard absent)</p>	<p>184754</p>
<p>*760 Amend contract with Portland Streetcar, Inc. to provide additional professional services for design and civil engineering during the construction phase of the Portland Streetcar Loop Project (Ordinance; amend Contract No. 37279) (Y-4; Leonard absent)</p>	<p>184755</p>
<p>761 Amend contract with Portland Streetcar, Inc. for Portland Streetcar Operations Assistance (Ordinance; amend Contract No. 33325)</p>	<p>PASSED TO SECOND READING JULY 27, 2011 AT 9:30 AM</p>
<p>762 Adopt the Innovation Quadrant District Transportation System Development Charge Overlay Project Report, establish a fee schedule and amend Code effective November 1, 2011 (Second Reading Agenda 735; amend Code Chapter 17.15) (Y-3; Saltzman recused; Leonard absent)</p>	<p>184756</p>
<p>Office of Management and Finance</p>	
<p>*763 Allow the Downtown Business District fee calculation for the 2011-2012 license year to waive increasing the Consumer Price Index adjustment required under Code Section 6.06.200 and 6.06.210 (Ordinance) (Y-4; Leonard absent)</p>	<p>184757</p>
<p>*764 Authorize agreement for Downtown Business District Management Services with Clean and Safe Inc. (Ordinance) (Y-4; Leonard absent)</p>	<p>184758</p>
<p>765 Amend the Transient Lodgings Tax Law to clarify the time period for tax corrections to be made, tax enforcement to occur and to improve the administrative appeal process (Ordinance; amend Code Chapter 6.04)</p>	<p>PASSED TO SECOND READING JULY 27, 2011 AT 9:30 AM</p>
<p>Commissioner Randy Leonard Position No. 4</p> <p>Bureau of Water</p>	

July 20, 2011

<p>766 Authorize the Portland Water Bureau to acquire fee title to property necessary for the construction of the Interstate Facility Rehabilitation Project (Ordinance) 10 minutes requested</p>	<p>PASSED TO SECOND READING JULY 27, 2011 AT 9:30 AM</p>
<p>767 Amend contract with Shearer & Associates, Inc. to increase compensation and increase the scope of work for the Burlingame Tanks Improvements Project (Second Reading Agenda 734; amend Contract No. 30000960) (Y-5)</p>	<p>184751</p>
<p>FOUR-FIFTHS AGENDA</p>	
<p>Mayor Sam Adams</p>	
<p>767-1 Appoint Verlea Briggs and reappoint Jesse Beason and Mary Higgs to the Regional Arts & Culture Council Board of Directors for terms ending June 30, 2013 (Report) Motion to consider Four-Fifths item 767-1: Moved by Mayor Adams and seconded by Commissioner Leonard. (Y-4; Saltzman absent) (Y-5)</p>	<p>CONFIRMED</p>

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

July 20, 2011

WEDNESDAY, 2:00 PM, JULY 20, 2011

**DUE TO LACK OF AN AGENDA
THERE WAS NO MEETING**

July 21, 2011

A RECESSED MEETING OF THE COUNCIL OF THE CITY OF PORTLAND, OREGON WAS HELD THIS **21ST DAY OF JULY, 2011** AT 2:00 P.M.

THOSE PRESENT WERE: Mayor Adams, Presiding; Commissioners Fish, Fritz and Saltzman, 4. Commissioner Leonard teleconferenced for item 770.

Commissioner Saltzman arrived at 2:10 p.m.

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

Council recessed at 2:25 p.m. and reconvened at 2:47 p.m.

Council recessed at 3:55 p.m. and reconvened at 4:01 p.m.

		Disposition:
768	TIME CERTAIN: 2:00 PM – Accept report on Recommendations for Crime Prevention Through Environmental Design (Report introduced by Commissioner Fritz) 45 minutes requested Motion to accept the report: Moved by Commissioner Fritz and seconded by Commissioner Saltzman. (Y-4)	ACCEPTED
769	TIME CERTAIN: 2:45 PM – Approve the Amended and Restated Interstate Corridor Urban Renewal Plan to increase the Plan area by 185.79 acres (Ordinance introduced by Mayor Adams) 1 hour requested Motion to add directive e regarding preservation of culture and provision of opportunities for longstanding property and business owners: Moved by Commissioner Fritz and seconded by Commissioner Saltzman. (Y-4)	PASSED TO SECOND READING AS AMENDED JULY 27, 2011 AT 9:30 AM
*770	TIME CERTAIN: 3:45 PM – Amend Code to promote reusable checkout bags and reduce use of single-use plastic checkout bags (Ordinance introduced by Mayor Adams; add City Code Chapter 17.103) 45 minutes requested Motion to accept the 7-21-11 amendments presented by the Mayor: Moved by Mayor Adams and seconded by Commissioner Fritz. (Y-5) (Y-5)	184759 AS AMENDED

At 5:27 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.

July 20, 2011
Closed Caption File of Portland City Council Meeting

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

Key: ***** means unidentified speaker.

JULY 20, 2011 9:30 AM

[gavel pounded]

Fritz: Good morning, everybody. Today is wednesday, july 20th, this is the regular session of the Portland city council. Mayor Adams will be here shortly so i'll preside until he gets here. Good morning, Karla. Please call the roll.

Moore-Love: Good morning. [roll call]

Fritz: Quorum is present, we'll proceed. Please read communications item 738.

Item 738.

Fritz: Good morning, we just need your name. Don't need your address and you have three minutes.

Pete Colt: Pete colt. 22118 -- oh. Thank you for doing the plastic bag ban today and this is the low-hanging fruit and I hope that the city council will move to the next level and be courageous. About every day I go out and pick up the garbage in the neighborhoods. On 18th, the plastic bags are hanging from the trees and on 19th, from the trees as well and on the ground what I see are cigarette butts, hard plastic cups from the fast food restaurants and 7-eleven that cars run over and it breaks down and gets into our sewer and water table and our seafood, basically. I see lots of cigarette butts and they're fiberglass and take forever to break down and I see a lot of dog excrement and I would encourage us to come up with a ban on the hard plastic cups as well and the next thing, partner with the county and maybe the state about the cigarette butts. We know that we had a vote in which big tobacco spent \$10 million to convince voters we shouldn't tax tobacco. So a way to decrease tobacco use, clean up our city streets and protect our environment and reduce healthcare costs would be to do an end run around the tobacco companies and not tax tobacco, but the filter. Better yet, instead of taxing the filter, if we came up with like -- ok. You've familiar with this. Universal precaution, the red bags. A bagging system the average weight of a filter and made them recyclable like the water bottles, you'd have a lot of people picking up cigarette filters from the street to turn and not have people littering and have people quit smoking. The third thing is the dog feces. Now, dean marriott, I don't know how much you have a chance to talk with him, in 2005, he said dog feces is showing up in the groundwater. He says we should not have a dog park where it's sited in gabriel park because the environmental protection agency says the feces of 100 dogs over two, three days is enough to close down a bay of 20 square miles to shellfish would be toxic to humans and swimming would be toxic to humans when ironically we're taking a company down to oswald west just as they were nailing up a sign that the water was closed and there were hundreds of dogs on the beach.

Fritz: Thank you, mr. Colt. Please read item 739.

Item 739.

Fritz: Mr. Cervantes? Please read item 740.

Item 740.

Fritz: Good morning, welcome back.

Barry Joe Stull: Good morning, it's barry joe stull again. In case you missed this one, humpty dumpty sat on a wall and all of the king's horses and men couldn't put him back to together again. I

July 20, 2011

filed a federal lawsuit because you didn't have a quorum when you passed the sidewalk management ordinance on may 6th, 2010, and city council -- the city attorney responded with a request for 60 days to investigate the complaint and here's my response: Dear mister -- it's not the way to start a relationship but I don't believe you need time. It took me less than one day to determine that the vote by telephone -- the rules were not followed. The following is an excerpt: Quote, 3.02.025, attendance by electronic communications. Members of city council may attend and be present at public meetings by means of telephone or other communication allowing voice transmission providing that all conditions in the subsections a to d are filled. A, such a failure to allow participation would jeopardize the public's interest. B, the auditor or designee shall make reasonable notice to -- meeting in order to give them an opportunity to participate by electronic communications. I'm not sure commissioner Leonard was in that loop. C, at the commencement of the meeting, the council shall make a record of the circumstances constituting the emergency in which required the use of electronic communication and the record and nature of the attempts made to give each physically absent councilmember an opportunity to participate by electronic communication. After making this record, the council shall give an opportunity to all those physically present to state on the record any objection they have to conducting the meeting by electronic communication. D, except for executive session, the council shall make available at least one place to listen to the communication at the time it occurs by speakers or other devices and it may be a place where no members of the council are present. All other requirements of state law and city code shall be met. Unquote. If you do elect to request more time, that likely will garner as much media attention since it shows the city of Portland is as arrogant as it is incompetent. A position you're likely unable to defend since the mayor responding to the heckler saying there's no quorum, I have followed this with a copy one to city council, your office should have received as a forwarded message from the mayor's office. Any part to obtain a dismissal will be met with objection and motion for preliminary injunction as well as a roasting by the media. You lost, get over it. Sincerely, barry joe stull.

Fritz: Thank you, mr. Stull. Please read item 741.

Item 741.

Fritz: Good morning, mr. Walsh.

Joe Walsh: I come before you to tell you a story. The three people who sit on this council, but not for long. There's a election in 2012 and in january 2013, there will be a new mayor and two members of this council. I tell you this so you can pack your bags of tricks and get ready to go home. You've invited many of us here to tell the views on the joint terrorist taskforce known as the Jttf. We came and group after group told you not to rejoin with the fbi. We asked you to stay away from a organization that spies on the citizens and they have no rules. They make them up as they go along and rescind them at will. Before that shame, you invited us here to give our views on a new sit-lie ordinance that you were considering. We came, we told you it was a bad ordinance. You voted against us. There are wonderful things going around the world, people are in the streets in egypt and tunisia, syria and other places and if you try you may hear the wind that carries the plea of the many. Here we have wonderful freedoms except when our mayor decides we must be silent. We're not allowed to show basic appreciation for a well-delivered presentation, we cannot applaud. No noise is allowed. We can move our fingers, we can move our arms, but no noise is allowed. The first time I witnessed educated people moving their hands in the air, I felt they all had to go to the restroom. I was mesmerized. It was a sight to be seen. I come to bid you all fare well. Three of you have a year to get your résumés ready and move on and believe me, i'll applaud with gusto, your departure. [applause] good-bye.

Fritz: Thank you, mr. Walsh. Please read the title for 742.

July 20, 2011

Item 742.

Samantha N. Dang: Good morning.

Fritz: Welcome, state your name for the record and ask you to have a seat, please.

Dang: Samantha dang.

Fritz: You have three minutes.

Dang: Thank you. Members of -- good morning, members of city council. I'd like to put this issue before you and I would like to thank commissioner Fritz for contacting my office concerning this matter earlier. We had worked with city council since 2004 and with commissioner Leonard, he lives nearby the property and has driven by as well. We've been trying to develop this parcel of land and we've undergone a zone change approved by city council in 2006. And we just needed a very small amount of money for bridge financing in order to finish our development. We had sought the help of the Portland development commission, which we've been working with since 2004 as well on other smaller storefront improvement projects on 82nd. As part of their request, we had to come up with \$103,000 to pay off existing mortgages on our property, so we could get this bridge financing. We've been working hard with amy dowel and bridgette and they've been wonderful and we've come up to the end point and are -- our loan was denied on July 11th, since we've been working with them so closely, the reason they gave for the denial of the loan at the very last minute was that the square footage of the building as well as the lease rate did not -- were not consistent and that was something we had told them could easily be rearranged or changed. The square footage of the building had never changed but inside, the tenants improving part of the building, some of those suites were a little bit rearranged but that shouldn't have made a difference and the rates we were charging reflected more of the economy that was currently today. Given all of that, it would be more than enough to pay for the loan that would have been taken for the property. The property is completely paid off. Undeveloped, it's worth over half a million. Developed it would be priced at \$1.8 million. The borrowers are two odot employees for about 20 years. With stable income. Other property, securities. They were also -- they would also request to pledge an additional \$100,000 of securities to get this loan and we've been work something hard and don't understand why there was not a communication with us to address any of their concerns so that we could get this loan to go through after we've been working so hard on it for six months and with them since 2004. And all we want to do is really develop this parcel of land and make it better. For all of our community and this is mostly all of our family money that's been invested. And what we have proposed is a law office, a dental office and a bistro and housing to come with that as well.

Fish: I have a question, if I could. It's not our habit to have exchanges during this period of our agenda. I want to make sure that you have an opportunity to have the right decision maker address your concerns. Is there -- have you sought a hearing before the Portland development commission board to address your concerns with the decision of the loan -- of the loan committee on this application?

Dang: We did have a meeting on Monday. And they are --

Fish: Did you have a meeting before the full board?

Dang: No, I did not.

Fish: I don't -- I'm not here to counsel you what you should or shouldn't do. But this is not a matter where the Portland housing bureau has been involved in the underwriting aspect because it's a mixed use development, it's the Portland development commission and I know that Keith is here from PDC and my understanding would be if you had a concern with the decision on the financing, that you would have the right to bring that to the board and we would normally wait to have the

July 20, 2011

pdcc board make a ruling before it comes to us. I want to put that out there as hopefully a helpful thought and maybe Keith can give you further guidance as to what your rights are?

Leonard: I have met with the pdcc staff on this issue and I'm familiar with the long history behind this property and I'd be willing, if you would like, to set up a meeting in my office with you, with the pdcc staff. I'm not sure at this point they need to go to the full pdcc board or the loan committee. I think there are some very specific concerns that I have to tell you, I agree with on behalf of the pdcc but they're not -- they're not barriers that can't be overcome. So if you would like to do that, I'm sure Keith would agree and we could maybe get the executive director in and go to my office and talk to Anna, she'll get the parties and see if we can't address the specific issues that they have raised with me that I think you can address.

Dang: Thank you, Commissioner Leonard.

Fritz: Thank you for coming in and explaining about the issue. And another resource available is to stop by the mayor's office and see the liaison for the Portland development commission. Thank you for coming in and thank you, Commissioner Fish, for your guidance. And I appreciate everyone who comes in under citizen communications. Karla, please -- does anyone want to pull an item from the consent agenda? I've had a request to pull 750 back to the mayor's office. Anything else to be pulled? Do you need to read the title for 750?

Moore-Love: Yes.

Item 750.

Fritz: Unless there are objections, that returns to the mayor's office. Would you please call the roll on consent.

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

Fish: Used to this new -- I thought I was fourth in the new one.

Moore-Love: We call the president of the council last.

Fish: Excuse me. Aye.

Fritz: Aye. Thank you. That moves to our -- not to our time certain because we're way ahead of schedule. That's wonderful. Moves us to the regular agenda.

Moore-Love: I thought they wanted to do the RACC appointments. 767-1.

Fritz: Ok. Please read that.

Moore-Love: Want to do that now or wait for the mayor?

*****: [inaudible]

Moore-Love: Ok.

Fritz: Make decisions by the village, that's good.

Moore-Love: I guess they'll wait.

Fritz: Ok. So that brings us back to 754.

Moore-Love: Did you also want to do --

Item 754.

Fritz: 755 as well, please.

Item 755.

Fritz: We've read the titles but I'm wondering whether Mayor Adams would want to be here to discuss this, so -- if there's no objection --

Leonard: Unfortunately, he and I introduced these together and I'll be gone.

Fritz: So you'd like to do it now?

Leonard: Yes.

Fritz: Great.

July 20, 2011

Leonard: I don't have anything to say other than these are necessary changes to address a gap in the language for appointments to the charter commission and we've fixed that with 755 and 754 appointing two vacancies.

Fritz: Thank you. Is there a staff here on this? I don't think so. To further flesh out what commissioner Leonard said, the issue is that the initial request from the council in december was for the charter commissioners to serve for six months and some of the commissioners aren't able to continue serving even though the commission hasn't yet finished the work that we've asked them to do for the work they've decided to do as is this right and this ordinance establishes a process for declaring vacancies and also filling them and commissioner Leonard, Saltzman and mayor Adams have nominated replacement members to the positions they have to fill. I would note I have opened applications for the charter commission. If anyone would like to serve on the 2011 charter commission there's a link on my website to -- encouraging applications to serve. Happy to talk about that. Any other comments?

Saltzman: Did we read the name of the new members? I wanted to add, i'm pleased to appoint sattie clark, who owns a company as one of my appointments. And I have one more to appoint and looking for anyone to serve and they can contact my office if they have interest.

Fritz: Anyone want to testify on this issue? Wait for Karla to get back to call the roll. Anyone signed up to testify, Karla?

Moore-Love: I did not have a sign-up sheet today.

Fritz: Please call the roll on item 754.

Moore-Love: I think the city attorney said we need to do 755 first.

Fritz: Ok. Please call the roll on 755.

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

Fritz: Thank you to the members who have served so diligently to this point and those stepping up to volunteer in service to the city. Aye. 754.

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

Fritz: Aye. Thank you. Please read the title for 756.

Item 756.

Fish: Is this -- this is also one i'm guessing the mayor would want to be present. Might I --

Fritz: Yes.

Fish: -- that we take a five-minute break.

Fritz: That's a great suggestion. Thank you. Actually -- how about if we take a recess until 10:10

Leonard: Just a point of procedure. What time is the mayor expected to be back?

Moore-Love: 9:45 was the expected time.

Leonard: I have to leave -- I know we have emergency ordinances and wonder if we should dispense with those. Just to assure we have four people present.

Fritz: Some are the streetcar, though. That's challenging. But -- how about 763?

Fish: I'm going to go on the limb and guess we don't have anyone from omf teed up. They were probably expecting to be here at 11:30.

Fritz: If the mayor comes back --

Leonard: If he comes back before.

Fritz: We'll take a recess until the 10:10 time certain. [recess taken]

At 9:54 a.m., Council recessed.

At 10:10 a.m., Council reconvened.

July 20, 2011

Adams: We're ready. There. Thank you, good people up in the control booth behind the mural. They're right above us. Like --

Moore-Love: Joseph up there.

Adams: Joseph? Thank you, Joseph. Thank you to the city council. I apologize for the need for being late this morning. I would like to move consideration of the four-fifths agenda item and then we'll get to the time certain. So I motion to hear the four fifths, is there a second.

Leonard: Second.

Adams: It's hereby known as 767-1. So moving consideration. Karla, please call the vote on the motion.

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

Adams: Aye. Motion is approved. Eloise and folks, please come forward. And my apologies, we did not get the paperwork in on time but want to make sure that we keep the continuity of our efforts to ever improve on our great arts and culture local offerings.

Moore-Love: Read the title?

Item 767-1.

Adams: Please.

Eloise Damrosch: Good morning, mayor and commissioners, I'm delighted to be here. As you know, we have a rigorous process at the regional arts and culture council and of late, we've had terrific successes and I'm here to introduce our latest, brand new board member. And hope that you'll welcome her to rac. She has a mba and 28, at least, years of utility experience and oversees the promotion of energy efficiency to pge customers and educates on energy efficient technologies and tax credits and before joining pge, she worked for a gas company in illinois and always dealing with energy issues. We're looking forward greatly to having her energy on rac, as well as helping us with our new developing sustainable plan. She's active in our community and serves on human solutions and black women for peace and a volunteer -- and junior year of Portland, friendly house and kids on the block. And I would like to introduce you.

Verlea Briggs: Good morning, how are you this morning. I'm excited about this appointment, I think it's an honor to be part of it. My husband and I and our son moved from Chicago and the first thing we were acquainted with in the Portland area, was art in the parks. And we thought we had never seen a city that had such robust art and culture around what happens. And this was in the early '90s, when we moved here. I'd love to see that type of enthusiasm around art. I believe it's a part of the culture and I believe what the rac board is asking for. Vision, leadership and service to integrate arts and culture into the community that we live in. I think it's an important part. We think of healthy families and we think of arts and culture and think of education and I think that is really important here. Our son was a dancer for Oregon ballet from second grade up until he had to go away to college. So I'm real familiar with the arts here. And spent many hours with James Canfield, sitting in, trying to be a good mother in the background of being behind stage at the Keller. So I know the importance it makes in a child's life and in people's lives to be a part of arts and culture. And I think it's important and I applaud the city for having such a program and focus on that. I think it's a big part of our community. And should be and continue to be.

Adams: Thank you, thank you for your willingness to serve. Your background is -- we're very excited for your background and the enthusiasm and experience being part of the rac board.

Briggs: Thank you.

Adams: Any other questions. Anyone wish to testify on this matter? Karla, please call the vote.

Saltzman: Well, thank you very much for your willingness to serve and certainly, you have an impressive background. Pleased to support you.

Briggs: Thank you.

July 20, 2011

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

Fritz: Thank you to all of volunteers and eloise for your good work.

Briggs: Thank you.

Fritz: Aye.

Fish: Welcome to the racc family and since you mentioned obt, my daughter and I were in director park monday afternoon and watched a dress rehearsal.

Briggs: Wonderful.

Fish: It was well attended and terrific. And in this action, we're reappointing jesse beason and mary higgs and I know jesse well because he also served on the Portland housing advisory commission and thanks to jesse for re-upping and delighted you've chosen this service. Aye.

Briggs: Thank you.

Adams: Aye. [gavel pounded] congratulations. We appreciate your willingness.

Briggs: Thank you.

Adams: That gets us to the time certain, please read the title for item -- resolution item number 743.

Item 743.

Adams: Mr. Aebi.

Andrew Aebi, Bureau of Transportation: Good morning, mayor Adams and councilmembers. I'm andrew aebi, local improvement district administrator on my left is Erin Janssens, the city fire marshal. Before we start with the presentation, I passed out an amendment and we've received additional petitions in support for the project and Karla is passing out copies of the amendment and if we could move the amendment and take a roll call that would be appreciated.

Adams: So moved.

Fish: Seconded.

Adams: It's been moved and seconded.

Fritz: Please explain the amendment.

Aebi: It accepts additional petition support and updates the map and the calculation of support for the project to reflect that additional petition support.

Fritz: Thank you.

Adams: Wait for Karla to get back to her seat.

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

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

Adams: Aye. [gavel pounded] motion is approved.

Aebi: Thank you. Karla, if we could switch to the presentation. A special thanks to the i.t. guy that got it working this morning.

Moore-Love: Joseph.

Aebi: Here's an overview. 33rd and pardee, a block south of holgate in the reid neighborhood association. Here is a map of the petition support for the project. The property whose owners have tendered support in favor are shown in green and property whose owners have not tendered petition support or shown in a tan color and then we have three exempt properties which i'll explain more in a moment. 33rd and pardee are among the 2% of the streets in the city of Portland that are dirt and gravel. Most in east Portland or southwest. It's unusual to have I street like this so close to the center of the city. So wanted to do a lid overview for you and a cost comparison. When I first got my call on this project back in 2008, I looked at the zoning and if we were to go by our usual standards, we would have proposed a 32-foot wide street. I pulled out an estimate from the a project a couple years ago, the cost to the property owners on that would have been \$1,726 for a center line foot. I'll explain the innovative scope proposal but we were able to come up with a

July 20, 2011

dramatically reduced cost estimate for the property owners with no acquisition of right-of-way. I want to emphasize, this is not a -- emphasize it's not a cheap project. It's a cheaper project. One of the constraints we have is that on pardee street, we don't have anywhere close to a 50-foot right-of-way. The maximum right-of-way width is 20 feet. So recapping the petition support, we are at two-thirds petition as for the lid adding waiver support, up to 75% support. That's an increase from what we had at the time the resolution was filed. In terms of the 25% non-support, roughly three-quarters of those have previously expressed an interest in street improvements and you'll hear from one today who did not tender a petition support but I want you to know that we've heard a consistent message from the property owners we have problems here that need solving. And I think that the pictures show why. You can see that on the left and right, there's pardee street. One of the property owners calls this lake pardee. It takes a long time for the water to drain. Pretty much a lake all winter. Now it's summertime, the water is gone but when you drive down the street, your vehicle high centers when you drive down the street. Southeast 33rd avenue, one of the property owners with whom I met who didn't tender a petition support commented in the winter time, the water collects and there's a low spot of elevation. This is moving on to another street in southeast Portland. One of the discussions we had initially with the property owners is could we improve pardee and not 33rd. Clearly pardee is in worse shape. I was called by a property owner and this is a street that had improvements going up to it from either end and this was the result. So after consultation with colleagues in the bureau of transportation, the strong engineering recommendation was not to leave a gap in the middle that doesn't get improved. Now, what I wanted to do was take you through very briefly some of the properties in the lid. The larger share of the lid is to -- what is collectively known as holgate center and includes the friendship health center and kenilworth park plaza and the odd fellows retirement center. I think the main issue for this property, they have three and a half blocks of frontage along the back fence and it's unlit and dark and in the words of another property owner, it's a hangout. Party zone and bathroom. And it's not a good environment conducive for either their employees or their many residents who live there or stay there. A key aspect of this project is we would not be acquiring 15 feet of right-of-way on both sides of the street. And the 15 feet of right-of-way on the north side of the street would wipe out quite a bit of the holgate center's off-street parking and see vehicles all over the neighborhood. Moving on to the property with the next highest share of the assessment is on the corner -- it's on the southeast corner of 33rd and pardee. It's got almost -- it's got over a block of maintenance responsibility on a dirt and gravel street. Pretty much the same issue as the holgate center deals with and has future development potential. This property along with the holgate center are among the properties whose owners have tendered support for the project. You'll be hearing today from the owners of the property at the southwest corner of 33rd and pardee. They did not sign the petition in favor. Pretty much some similar issues there. There's some development potential with an existing garage that doesn't meet setback requirement, either relocated or removed. It's a 10,000 square foot zone in an r5 and has development potential. We have a leaking nonconforming private sewer in the right-of-way of southeast 33rd. One of the things this project would do would be to extend the public sewer and so that would be something that the property owner would not have to do under a permit job. After review, with bes staff, we felt it would be more cost effective to build the street and sewer extension together. Moving on to property at the corner of 33rd place and pardee, that particular property, the land sloped downhill from pardee, the stormwater collects on the street and the property owner expressed concern about the water in the future making its way down to the property and damaging it. And then just to kind of recap all the properties on 33rd, see varying levels of maintenance responsibility. The properties, the widest frontage, 75 feet, so people have a pretty wide lot which usually make the project really extensive. I'll talk in a

July 20, 2011

minute how we brought the costs down. One of the property owners on the street apparently uses a wheelchair and would like to build something that improves access for persons with disabilities. To recap the outreach, the first complaint on the project was a little over three years ago, we held a meeting last October and since that first meeting I've had one-on-one outreach with all but one property owner in the lid and I feel we've come up with a much better project scope than originally looking at, which was 32 feet wide with lots of right-of-way acquisition. A second property owner meeting and I've held on the lid for two and a half months waiting to bring it to council until we got resolution on the leaking sewer issue. If I approve this resolution, it doesn't actually form the lid. I know at least one property owner couldn't be here to share his thoughts on the lid. So if you approve today, we'll come back next month. You would vote to actually form the lid. And I'm sensitive to the financial concerns of the property owners in the lid. And the timing is such if the lid gets approved, we don't expect to construct until two years from now and the property owners would not see a build until spring of 2014. So I showed you the pictures of what the street looks like now. This is what we're proposing for southeast 33rd Avenue. A community street concept. We've never done one before and it was something we looked at doing in southwest Portland. We thought it would make a really good fit here and essentially what we do is build the pedestrian ADA facility just inside the curb and avoids us having to tear down fences and build retaining walls. We think we can avoid building retaining walls. And then moving on to Pardee, we have the wider right-of-way to the east, we would build a 14-foot multiuse path engineered to -- to allow fire trucks to use it for emergency access. And the path on 33rd connects to the path on Pardee as well. And so what we're trying to do here is de-emphasize traffic. And bicycle improvement instead of building a street improvement for cars. So that's just a recap of the lid and Erin is here and wanted to share thoughts and I'll be happy to take questions you might have.

Erin Janssens, Fire Bureau: Mayor, commissioners. Despite this proposal doesn't meet our general minimum width requirement, given the zoning, the existing development, and the limited use in this area, we believe the proposal that Andrew is putting forth is a sound improvement and in this situation, actually improves emergency access for us so we'd like to offer our support.

Adams: So the traditional, can you summarize again, the traditional width is 33 and this is down to

Aebi: Well, in this area if we go by the rule book, the zoning says we have to build a 32-foot wide. This is proposing on the east end of Pardee, 14 feet and on the west side, six, effectively a sidewalk, that's all we have rule for. But in the future, if it's developed, they would be required to widen it to 14 feet. This doesn't set a new standard. It's a pilot.

Adams: And then the cost of -- is -- for the 32 is normally what and it will be --

Aebi: I mentioned that in my -- in one of my slides on the power point presentation. But -- slides and I looked at the estimate from a couple years ago, \$1,726. This is \$777, far cheaper. I think as a lucky number in Las Vegas. And quite a bit cheaper and it understates the cost savings because the \$1,726 figure for the 32-foot wide was in an area where we had the available right-of-way. If you look at 15 feet slices through private property, it goes through houses and buildings and parking lots, etc. So I mean, it would just be incredibly expensive to try and build that and destroy the very neighborhood we're trying to improve here.

Adams: Questions? Yeah.

Saltzman: On 33rd, you mentioned there are party line sewers that would be addressed when that work actually happens?

Aebi: Yeah, and --

Saltzman: Nonconforming sewers.

Aebi: The past couple months, I've gotten a crash course on the best sewers and it's not a party line, it's a nonconforming sewer because there's a private sewer in the right-of-way. One of the

July 20, 2011

questions I was asked is because and said do you want us to include the costs of extending the sewer? And we had done that on 87th and columbia when we built that intersection and it was cheaper to get the sewer done at the same time we were building the street. It was a no-brainer, but I didn't want to improve 33rd, wait for the sewer, which at that time, I didn't know it was leaking. I didn't want to hope it was in good condition and have it blow up after we got the street improved and then cut up of freshly paved streets. Marginal costs when doing the street is small because the contractor is out there doing the excavation and everything. To be clear, you'll hear from property owners they can do it under a permit job. It's when you do that, you've got to get the money upfront. This way, the lid, you wait for years to pay and you can finance. There's a higher cost to do the lid than the sewer repair. In this instance, you have 200 feet of unimproved frontage that's a future liability.

Saltzman: Thank you, andrew.

Adams: Thank you, appreciate it.

Moore-Love: We have four people signed up.

Adams: Come on up. You just need to give us your name, who you represent and you have three minutes and that clock in front of you will help you count down your time. Welcome.

Sarah Schellhorn: Thank you. My name is sarah schellhorn, I live at 4617 southeast 33rd avenue.

Ken Dyber: I'm ken dyber. I live with sarah and to clarify, is it three minutes total or each of us?

Adams: Each of you.

David Foster: David foster, 4609 s.e. 33rd avenue.

Adams: Who would like to begin?

Schellhorn: I want to say that we're just now learning about the new costs and the fact that andrew aebi finds \$777 per foot cost effective is amazing to me. We're talking about hundreds of thousands of dollars that we don't have. Ken will read what we prepared.

Dyber: Good morning and thanks for your time listening to us today. Sarah and I feel there's no aspect of this project that benefits us. We live on 33rd avenue so we oppose this proposal and we have reasons why. First andrew aebi said this is going to be benefiting pedestrians and bicyclists and so we don't even live on that street that's going to happen, so one of the things we'd like to propose, exclude 33rd avenue from the lid and consider pardee as a separate lid from 33rd avenue. Before this new petition came in, which is actually a house that just sold within the last six weeks, somebody out of state, that's the latest petition that just came in which bumped the percentage up. We didn't know about that. Prior, six of the eight property owners were against it. Including the two waivers. They were not in favor. You only had the community home on holgate and one property owner for it. One on each street. From a percentage standpoint, it's a small percentage. With that huge business, basically. And andrew aebi has approached this business and said, we'll reward you for your poor construction and design of building a parking lot, on basically a city street, which is absurd and allow them to keep that and that was the reason they signed the petition. And they've got 300-plus linear footage which is a huge percentage of the project and one. Three petitions and I don't think that benefits us homeowners that don't have the capital that the business does to afford this project. Originally, the project was for southeast pardee at dave and brenda's property line and now it's extend to the bike path. Between -- there's a pathway so proposing to put another paved parkway, there is no benefit. And there's three property owners bordering the alley that have been excluded from this process so we would have to pay for their path which makes no sense to us either. Let's see, sorry, I have a lot of notes, i'm doing the best I can with the time.

Adams: You're doing great.

July 20, 2011

Dyber: The goal -- one of the main things we have is safety issue, by putting a baluster at the end of pardee, that will basically create a one-way street and from a safety standpoint, more traffic equals more safety concerns and he's going to talk about his safety issue but there's going to be a bottle neck at the property line where the bicyclists and pedestrians have to funnel where the cars go out into the street and there's no way they can turn their cars or bikes into a -- into a bicycle lane. I have six seconds left. Thanks for your time. I wish I had more time, because I have quite a bit more to say.

Adams: I'll give you some extra time.

Dyber: Oh, I appreciate that.

Adams: Which property is yours? As we look --

Schellhorn: 4617 33rd avenue -- 4613 33rd avenue.

Dyber: David and Brenda will talk more about it. And Andrew Aebi disregarded all of those, one of the things when we had a separate meeting of the property owners that we felt was the best option was a logical option of a buyout of Southeast Pardee which would address the safety concerns and eliminate the section of un-improved roadway and you could take it off the list of your streets that you want to pave over. That would be a benefit to the city from a p.r. standpoint and allow the Grand Lodge properties to keep their parking lots, in essence. And that would be the most cost effective way to keep everyone happy and exclude 33rd. And Andrew Aebi mentioned there were two meetings, one on April 26th, the second meeting, we were excluded, never invited and found out second hand by the neighbor, casually walking the dogs. How come you weren't at the meeting? We didn't know about it. We received a letter for the first meeting and everyone else in the neighborhood did as well. And that raises questions in our minds about that.

Adams: Ok. Hopefully, I've given you another minute and a half. Allowed you to air out the key points.

Dyber: Thank you.

Adams: You bet. Sir.

David Foster: I'm David Foster. Appreciate you guys listening to us. Once again, get you up to speed on this project, in three minutes is ridiculous. I can't even begin to get started here. What you've heard is a one-sided story from Andrew. And that's it. And then you give us three minutes each to respond to this and it's not going to work. First off, the Holgate Center on the other side, they're the full benefits of what's going on for this current proposal of lid. They'll be excluded of any acquisition of property in the future. And they will be excluded from any liability in the future. They have a six-foot fence that goes from one end of 33rd place all the way to 31st. They don't use that property. We do. We're the property owners, if you look on the other side of that map, we're the one who is live there, we're the ones who are going to be affected by this. They'll have 100% zero liability where ours will be increased. When we first moved here, we didn't know the problem we were going to have with the pedestrian and bicycle traffic with our driveways. After a couple of close calls, we called and said something needs to be done. We got nowhere. Nothing we can do, it's an unimproved road. Our next step was the lid. It was supposed to solve the issues and after all, we're paying for it. And what we end up with is a compromise. Because the Holgate Center will not be a supporter of an lid if you take acquisition of their property. But you cannot provide safe access for pedestrians and bicyclists, skateboarders and whatever traffic else is on there, along with motorized traffic. If you think you can put a six-foot fence up on one -- one of these downtown streets and provide both two-lane traffic, pedestrian traffic, I've seen walkers, wheelchairs, and dogs, moms and strollers going up there, it's dangerous enough. That's what brought us to this point. We need to do something about the safety issue for this. Because we're

July 20, 2011

liable. It wasn't until it came up at the meeting, that the holgate center, we were all liable. Holgate is definitely in favor, because they're the sole beneficiary.

Adams: Can I ask a clarifying question? So -- I just want to make sure I understand. I understand the concerns about cost. I understand your concerns about safety. Is the point you're trying to make that this should be wider or shouldn't happen at all? I'm trying to figure out -- I could draw either conclusion --

Foster: I understand, because without being there and being where you are behind that place, listening to me and listening to andrew, you really don't have a full understanding of what we're talking about. I'm trying to explain.

Leonard: Instead of using your time to say that and explain to us, because we're relatively able to understand, what is it that you would like to see happen that would be helpful?

Foster: This experimental pathway, because it is a street, is now being addressed as a path. A multiuse path.

Leonard: What would you like to see happen?

Foster: I would like to see it wide enough -- if you're going to improve it, and you would have to make a safe access for pedestrians and for bicyclists.

Leonard: What does that mean.

Foster: And for motorists.

Leonard: On the ground, what does that mean?

Foster: You would have to either widen the access.

Leonard: Take property from the business?

Foster: From whom ever is needed.

Leonard: Ok.

Foster: If you're going to make a safe access, you have to widen it. If this is approved, they'll no longer be liable for any other --

Adams: I -- I -- we hear these lids a lot and not claiming to be the expert of your sidewalk, but we do hear these a lot. Concerns about affordability is a concern to us. That's why the -- this particular concept is intended to be more affordable and you can -- you're arguing that it isn't going to work, I think.

Foster: It will not work.

Adams: Ok. But the alternative is it's wider and more expensive and you're going to pay more.

Foster: Not necessarily.

Adams: What's your term?

Foster: There are other concerns. If you don't make it wider, you could either vacate it to where -- to limit the access so there's --

Adams: I understand. And --

Foster: No --

Adams: And then we get into fire marshal issues. But we can hear from her.

Foster: As far as the fire marshal, I asked that station 52 come down and overlook that area. When they came, they drove up to my property and I asked, is this the current access you would take to get to this property, which was around schiller.

Leonard: In assuming, you understand your putting them in a tough spot. we need access for fire apparatus, if you can assume that. I think what the mayor and I are trying to draw out of you, what would you like to see happen in terms of development that this proposal does not do?

Foster: Well, there can be, as far as -- I mean, you're bending all of the current rules and going with the street that's never been proposed. As andrew said, i'll have a one of a kind street in Portland.

July 20, 2011

Leonard: I'll try with someone else. Can you say what you would like to see developed as opposed to this?

Schellhorn: We would not like to be a part of it. We see no benefit.

Dyber: 33rd, we see no benefit.

Schellhorn: It's an expensive sidewalk to us and fills potholes for \$800,000.

Adams: The benefit you would get in front of your property line is zero or a sidewalk?

Schellhorn: Zero, we have no benefit.

Dyber: No benefit.

Schellhorn: We don't have potholes.

Dyber: We have no benefit. We only feel that odd fellows is for it, the holgate center, the big business is for it because they don't lose their parking lot. But if the proposal was to lose the parking lot, that would probably not be green.

Schellhorn: Andrew included 33rd out of convenience and we put gravel every few years and it's fine. I don't need to use pardee at all and this would block it off and I wouldn't be able to drive on pardee anyway.

Foster: One thing, you asked for a solution, other than widening the road, and if you did vacate it or something creative like -- but you have -- you can have -- easement through there where it would still give access to the fire. It doesn't necessarily mean emergency vehicles wouldn't be able to use that access if it was needed.

Adams: Thank you very much. Appreciate it. Anybody else?

Moore-Love: Two more.

Adams: Welcome. Ms. Gunderson.

Brenda Gunderson: Thank you. I live at 4609 s.e. 33rd with david foster. We actually did ask about getting the road paved in '08 after we purchased our home, but we didn't understand the cost the associated and as soon as we learned, then we were definitely opposed. What started out seeming like collaboration for a community to me seemed more like coercion in the end. There were -- I saw the addendum submitted to you guys and there's a lot of communication that's been left out. Maybe you have copies of it, but there's private meeting that is don't address everything that's been said here. When andrew talked to me over the phone at one point, he did tell me I think you're on a nonconforming sewer and we're working on that but said the sewer would be fixed with the lid and there wouldn't be any real reason to call attention that that with the other property owners. I don't know why the other property owners would have to pay for my sewer improvement that affects my property and we would like to get it fixed and if the lid goes forward, we'll spend money to fix it and although i'm not a expert -- obviously, we don't want a sewer that's leaking and happy to fix it. When he talked to me at one point, he was starting to convince me maybe the project could have other issues and I was starting to lean that way but with interest, my payment would be like \$800 a month and we can't afford that and I said my husband is adamantly opposed. Again, I don't want to shoot myself in the foot, but he said, it only takes one of you to sign the petition. I don't want to cause problems but it only takes one of you to sign. The neighbor that signed the support, bernard maguire, I saw him in the street and he said I don't want to develop the property. I heard you guys were property developers and there was mention of us tearing down our garage and we have no desire to do that but bernard told me -- but he did say he was told he would not get his permit to remodel the property to put a single family residence unless he agreed to the lid and he said I don't want to make you mad but if it comes to it, I will sign it because I want my permit and I want to be building. So I -- when we approached him, we didn't know what all of this would cost and it seems extremely expensive and since '08, the economy has gone down considerably and i'm almost out of time, but one response andrew made to my comment that would

July 20, 2011

be hard to sell our home. He said a lot of people do check for assessments and I sell real estate, I know they do that, but then they're not as interested in the property afterwards because they're accepting a lien and debt.

Adams: Thank you, appreciate your testimony. Hi.

Fritz: Excuse me, have you looked into how much fixing the sewer by itself would be?

Gunderson: No, I don't know exactly the extent of the total problem and I don't understand the private right-of-way portion but in other sewers that have been completely replaced like a city where -- like milwaukie, you pay for it even after it hits the street, I think \$8,000 to \$10,000, possibly and we did sign in favor the \$18,000 sewer assessment and we're willing to bring the sewer up and willing to let the other guy who supposedly wants to develop connect in, but again, I don't know how all of that works.

Fritz: You live on the corner of pardee and 33rd, right?

Gunderson: Correct.

Fritz: Do you want -- are you interested in looking at either of them being improved.

Gunderson: Not -- I would say not at this cost and to try and -- I know it's confusing to understand when you're trying to say what do you want. If we had to spend this kind of money, which is what my husband was saying, at the very least, we would like more safety and we're confused why the holgate center, no one is threatening to take away parking like they're threatening to take down our garage and I don't know why it's property owners excluded. Like the ones to west of us. I don't understand why they're not involved in this by looking at the drawing. I can see where spreading out the cost is good, but it's making a bigger project for some who can't really afford it.

Fritz: Thank you.

Adams: Thank you very much.

Leah Lockwood: Hi. My name is leah lockwood, i'm here on behalf of bernie maguire who purchased the property. And for the record, he's not out of state owner. He owns a house in southeast Portland.

Adams: Which property.

Lockwood: The address he just purchased is 3316 southeast pardee right across street, I believe, from the previous testifier, I guess.

Adams: So on the corner of pardee and 33rd?

Lockwood: I -- yes, and it's about 11,000 square foot and so -- I know that the cost has been recalculated but the numbers we were hearing is that the property would be assessed at over \$100,000 for this. Bernie is in support of the lid. Because he wants to be able to remodel the house and currently he's unable because he can't pull plumbing permits because of the sewer problems and we've been told as well we would need to extend the sewer, which is extremely costly. And also the current sewer is leaking so that's another problem. So I guess we feel like with the lid, we're getting a lot of problems solved at once, because as you saw from the photograph, the street is in extremely poor condition. There's trees that grow up against the dirt and gravel and it's a problem and we feel like if we're going to fix it, if we need to pay for a sewer anyway, might as well get the whole thing done at once. We also think it would improve safety to the maguire's property because there would be less traffic on pardee and although we understand that 33rd would probably become busier slightly but we think that by blocking off part of pardee, that we'll be like a dead end road and don't think it will be a safety hazard and we also think that because of the condition of the -- this property, the cost of the lid is going to significantly increase the value of the property and although we're not interested in developing at this point, we just want to remodel the house, we still think it's worth it from our perspective. We understand that the

July 20, 2011

neighbors who live there had longer have obviously a different feeling on the matter. I think -- I think that's it.

Adams: So one clarification. Is that the ability to redevelop or not is based on the condition of the sewer, not the road?

Lockwood: Well, it's actually both because I think what would happen once we pulled permit, they would make us do sidewalks anyway and make us -- it's kind of -- it's a nightmare getting through bds without -- with this kind of problem because there's multiple streetscape problems that need to be fixed.

Adams: To clarify, it's a question of both sewers and they potentially could make you add the sidewalk, yeah.

Lockwood: Yeah, they would.

Adams: But that doesn't require the entire lid to be done, I don't think.

Lockwood: Um --

Adams: We'll clarify with staff. I want to -- the rumor control, getting good information, whatever the facts are. Thank you very much, appreciate it. Anyone else?

Moore-Love: That's all who signed up.

Adams: Andrew, could you come back up? Can you speak to some of the issues -- to the issues, concerns raised and give us your point of view on them?

Aebi: A couple things, one is all property owners have been invited to all meetings. The second point that I would just touch on briefly is I think this would be a very challenging environment to -- for somebody to come in and pull a permit. We talked about the sewer, but in terms of the street work. I think if someone came into the bureau of development service, we have inadequate right-of-way and I think we would put people in a no-win situation where we've got the standard that's call for a 50-foot minimum and I think the staff would be struggling with what the standards would be. Beyond that, I think we've come one --

Adams: Andrew? A 50-foot minimum of what?

Aebi: The 50-foot minimum would be for the right-of-way. If you wanted to build your standard 32-foot wide street with separated sidewalk, a 50-foot minimum for the right-of-way. Bearing in mind that pardee is only 20 feet. The right-of-way is only 20 feet wide at its maximum point. I see this as a situation if someone is trying to do a one at a timepiece meal approach, it's going to be extremely difficult for them, and forsake of argument, the sewer is fixed and maybe the frontage gets fixed along pardee, we have the other part of pardee where the sidewalk is extremely broken up, unlit, problems on 33rd, we're fixing part of the problem without fixing the entire problem. I think if everybody shares in the cost, there's an exponential increase in the benefit.

Adams: The other issues raised, the potential payees aren't getting a benefit. Why are they included and then the properties that appear to be excluded, exempt?

Aebi: I have a hard time -- we're in a position that somebody has 75 feet of dirt and gravel street frontage doesn't get a benefit from the project. The street by the pictures look good today. What I often see on dirt and gravel streets, someone moves out and the new person doesn't maintain to the extent that the old person does and 75 feet is a lot of front and to maintain and it gets rid of a future liability to take care of the whole thing right now. And the properties on the west side, the reason they're exempted they would have a future requirement it widen the multiuse path from 16 to 4 feet. We would light up the entire -- to 24 feet and I wanted to make one other point. I think it's important to know note we have a pinch point at 33rd and pardee. There's vegetation that encroaches in the right-of-way and we have a six-foot clearance for pedestrians and bicyclists and even without acquiring right-of-way, we would more than double the width to about 14 feet and in

July 20, 2011

my mind that resolves the sight distance issues. You don't need to go to 32 feet wide to have a safe area for pedestrians and bicyclists.

Adams: The other concern is about not taking -- having the lodge owner -- property owner, that they're not being impacted and if you did seek to encroach on their property, they would oppose this?

Aebi: I would expect that to be the case. But I don't -- I guess I -- the part I was struggling with the most, I don't understand why we would go in here and build a wider street when we don't need to do that. I think we've come up with a solution that fits well into the neighborhood without acquiring right-of-way.

Fritz: Is that the case, then I don't understand why the property between 32nd and 33rd, next to the gunderson property, would be exempt. And yet they're included. That looks like it -- the full 14-foot improvement, not the six foot.

Aebi: In our judgment, probably topographical constraints in the way. What we were try doing is give them access to their driveway. Trying to put the multiuse path that would also give them vehicle access to their existing garage. The property in to the west takes the access off 32nd, so they don't have the need for the access.

Fritz: They still have the same right-of-way improvements on pardee?

Aebi: Yes.

Adams: Why is that?

Aebi: Because they don't have a garage on pardee, so we didn't feel it necessary to widen it at that point to give them vehicular access on pardee.

Adams: The map must be wrong. It looks like a 16-foot improvement to the west of the foster gunderson garage and it's exempt.

Aebi: The map is not wrong, but we were trying to provide that access to the property that had the need for the driveway.

Fritz: The improvement is exactly the same on the two plots on pardee, I don't understand why one

Aebi: Let me clarify. The 14-foot width goes to the back of the foster-gunderson property and narrows to 16 feet at this point.

Adams: The map is wrong.

Aebi: Actually, the map is highlighting the extent of the existing right-of-way. It should not be construed as the width.

Fritz: I understand the holgate center is supported in part because of the liability of the current state of pardee for bicycles and pedestrians and after improvements the holgate center would no longer be liable but the homeowners would be.

Aebi: We make findings as soon as those who made the frontage improvements requirements and the only properties financially participating that would have the future obligation or the three properties to the west on pardee.

Fritz: So, like the Holgate center, if this was done, then the homeowner properties would be free of liability because it would become a city street.

Aebi: Yes.

Fritz: Thank you.

Fish: Andrew could you explain to me again the difference between, estimate actual cost and estimate as petitioned? The two columns, one is shaded, but estimate actual cost and estimate as petitioned.

Aebi: Is this on the slide here?

Fish: It's on the handout you gave us.

Aebi: Oh you're referring to the actual resolution?

July 20, 2011

Fish: Yes, well no, we've got an amendment. Karla handed out this document dated July 19th.

Aebi: The estimate as petitioned is the amount that the property owners, the proposed share for their portion. The total is \$699,000 by the way.

Fish: I'm just doing the rough math and of the 3 property owners that are opposing this, their total would be about \$170,000 out of the \$699,000 roughly?

Aebi: That's a pretty good representation.

Fish: Two of them would be \$37,000 and we've heard from Mr. Foster and Ms. Gunderson, they'd have a \$99,000 bill. Could you tell us again what financing options would they have to cover that cost?

Aebi: If the council approved this lid, I would expect the assessment to occur in spring, 2014, and then we offer financing options for 20 years at that point.

Fish: Ms. Gunderson mentioned having to pay an extra \$800 a month.

Aebi: That's a pretty accurate assessment. Obviously, if the lid comes in below budget, then we will be sharing those savings with all the property owners in the lid. We can't guarantee that now.

Saltzman: What about vacating?

Aebi: Every time i'm on the street, I see bicyclists and pedestrians using it, so I know we had a problem in the powellhurst gilbert area. Depending on how the vacation worked, we might be denying some properties some legal frontage, which could create some problems for them. The lay of the land is still the lay of the land, so I don't see the storm water drainage going away.

Adams: Unless there's objection from council, i'm going to continue this. I appreciate the initial airing out of it. The discussion is useful. But I want to spend some more time and also take a look for myself go, out there and walk it myself, so I think the best thing, because it is a resolution, would be to send it back to my office. Unless there's objection -- do we take a vote on that? Without objection, this item will be sent back to the mayor's office for further work, and we'll be in touch in terms of time lines. Please read the first title.

Item 766.

Leonard: Thank you, colleagues. I will turn this over to david schaff. This relates to our capital improvement project at the interstate facility. David?

David Shaff, Director, Water Bureau: I'm david shaff, Director of the Water Bureau. With me are david gray, the project manager for our interstate project, and mike stewart, our chief engineer. We're here to talk about the acquisition of a piece of property for the interstate renovation project. If you want to look at the pictures that I have, I have an aerial photo of the existing site where we are located.

Leonard: David, I know you have, as usual, a thorough presentation. The mayor has a lot of people waiting, so if we could make this as succinct as possible, I think council has been briefed on this in advance. If there are questions, we should respond to those.

Shaff: Really all you have to do --

Adams: Are there any questions from council on this matter?

Saltzman: I have questions. I submitted you some questions via e-mail earlier this week and never received a response.

Shaff: I sent them this morning, commissioner.

Saltzman: I haven't had a chance to see them then. So we're talking about eminent domain, condemnation.

Shaff: Yes.

Saltzman: What discussions have occurred with the property owner about this?

July 20, 2011

Shaff: The chronology I sent you actually both back two decades, discussions with the property owners since the 1990s. There has been lack of interest and there's been interest. We have had deals that have fallen through. We have had deals that we've made. And then, because there were environmental superfund concerns, those have fallen through. We're back at the negotiation stage where we have done an environmental assessment. We do understand where we are. We're now at the negotiation stage again. And if we are not able to come to an agreement, then we would exercise our power of eminent domain.

Saltzman: So it's been going on for years?

Shaff: Since 1990.

Leonard: It actually was occurring since you were head of the bureau. We checked the records.

Shaff: The first negotiations were back in 1990. So it's been through several commissioners.

Saltzman: Owned by an individual?

Shaff: It is now, yes. 1990, it went to mr. Oleman. He died. It eventually went to his wife. We have been negotiating with mrs. Oleman for the last decade.

Adams: Other discussions from council? Unless there's objection, it moves to a second reading. Anyone want to testify on this matter? Read the title.

Item 767.

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

Fritz: Thank you to david shaff for the excellent presentation last week explaining. Aye.

Fish: Aye.

Adams: Aye. So approved. We'll take a quick three-minute break to bring the people in and get ready to go.

At 11:10 a.m., Council recessed.

At 11:16 a.m., Council reconvened.

Adams: Karla, can you please read the two-year status report, which is time certain and item number 744?

Item 744.

Patrick Quinton: Good morning. Two years ago, we came before this council with what at the time turned out to be a fairly novel request. We requested adoption of a citywide economic development strategy, the first in 15 years that honestly diagnosed the lagging job and income growth that plagued this city and called for explicit year over year investment in business development and job creation. Thanks to your leadership and steadfast support over these past two years, including increased funding for economic development despite steep declines in city revenues, we have rallied the city and the region around the implementation of a strategy that is now regarded as one of the most thoughtful and disciplined economic development plans in the country. In the midst of the worst economic recession in a generation, we issued a collective challenge to create 10,000 jobs. As we will show you, we are well on our way toward meeting that challenge. However, the impact of this strategy is about more than just statistics. This document has served as the blueprint for the public and private sectors to work together to once and for all dispel the notion that Portland is not a place to start and operate and grow a business. It has fostered unprecedented collaboration win some of the most competitive industries in the world and has unleashed creative new solutions for helping businesses with their most pressing needs. But most importantly this strategy has produced results, and I would like to walk you through a summary of what we've achieved over the past two years. There's a variety of ways that you can measure the work of the past two years. The first way is simply to look at the level of investment

July 20, 2011

we've made. We've assisted over 390 businesses, provided direct financial assistance of roughly \$60 million, but we have leveraged that I know investment tenfold, so our \$60 million of investments, which we'll get into in a second of what form that's taken, has attracted \$600 million in private investments. In turn, that investment has had significant direct job creation. So our financial assistance and the leveraged private money has created almost 2000 new jobs, retained over 1000 jobs. As you can see, we've helped both existing businesses and start-ups as well as attracted new businesses. We've also followed through on our commitment to our target industry clusters, and we've also demonstrated substantial commitment to small businesses. Another way to look at this is to think about the 10,000 new job number and how we're faring on that. If you look at employment over the past two years, employment within Multnomah county, which is how we measure the statistic, has grown by 5500 jobs. The graph obviously demonstrates the bumpy road that we've all experienced over that time, but the trend line is unmistakable. We are growing jobs in this county, and we are well ahead of our projections on the 10,000 new job number. More importantly, we see a very marked decline in the unemployment rate in this region to the point where we are finally below the national average and we're showing signs that this region and hopefully the state will finally show a different reaction to the economic cycles that we've seen in the past. So another way to look at it is to zero in on the four industry clusters that we've focused on for the past two years, our traded sector industries. What you'll see is that, within each of these clusters, we are climbing out of the trough and job statistics, and each of these clusters is showing substantial improvement in employment. I wanted to make sure we highlight the important milestones around the recruitment and investment in solopower and revolt and the momentum those three high-profile companies, including clean technology, have provided. The momentum we see every day, and it attracts the attention of larger corporate partners like general electric or sanyo and ways for them demonstrate their commitment to sustainability. We didn't have the same challenge of demonstrating to the u.s. and the world that we were the hub for this industry. Everybody knows we're the hub for this industry. We have the greatest concentration of design talent within this industry, and we have obviously the most well-known anchors. We've seen companies show up here like high tech, who arrived in the past year, to set up their u.s. Operations but also to promote the expansion of what we see as another tier of growing specialty apparel and outdoor gear companies. We've taken great steps to increase collaboration within the industry by publishing the first directory and publishing the geo map that has become so well-known, and we've also created the first materials library on the west coast to support this industry and the design form in pdx. Software, once again dramatic job growth in this industry, and this cluster, I think, embodies the Portland spirit more than any of our clusters. This industry has rallied around this strategy, has made it their own. The industry has seen a dramatic increase in venture capital and we see this industry growing organically. The city, in addition to the work of pdc, has played a part through making available business opportunities for companies to test their products and grow their revenues. We've also launched specific apps and open-source design concepts, and in a minute you'll hear from a company that is growing a company based on their work under the apps competition. And lastly we have advance manufacturing which is the heart and soul of our economy. We have one of the largest concentrations of manufacturing of any state in the country, and we view that as an asset and time when many states and regions are moving away from manufacturing. We view it to be the opportunity for us in a variety of industries including clean text. We have notable companies, like united streetcar, that are moving from more traditional manufacturing sectors into clean technology opportunities, and we're promoting that and have promoted that through our work in connecting companies. We've grown 16 companies, connections within the wind industry. And lastly, was a sign of the turning point in the economy,

July 20, 2011

we've seen eight new businesses locating our Portland enterprise zone, estimated new investment of close to half a million dollars. About a year and a half ago, that program was dormant, so the manufacturing sector is rebounding as well. So our cluster work and the work in these industries serves as the foundation for a range of other initiatives that cut across a variety of industries. Notable among these are our work in international business development, our work with our higher ed institutions, as well as our work with the workforce infrastructure in the region. On the international front, I think the mayor's work and pdc's work is well-known on our various trade missions, our work to sell Portland companies and products around the world and our work to attract investment into Portland. This work was recently recognized by the brookings institution, which named us as one of four areas to develop a pilot metro export plan. This will be these metro export plans, a showcase for the country, and will drive how the federal government promotes exports going forward. We've also taken great steps to increase investment available from international locations into projects in the city through our e v 5 program. On the higher education front, the mayor recently announced the formation of what we call a fifth cluster, the research and commercialization cluster, and that's less after cluster and more of a focus across all of our industries around establishing connections between the research and innovation work that's happening within our higher institutions and the business development opportunities that are occurring in this region, and this allows us to have very explicit ties to that work, particularly at osu and psu. An example of how we're promoting this commercialization process is our investment of a million dollars in the psu accelerated to create a wet lab for new life science companies coming out of osu and psu. This work obviously isn't complete unless we've made connections to the job opportunities we're creating and the residents in this city and this region, and we've worked extensively with the workforce investment board and worksystems, inc., to make sure our strategy is completely aligned with their focus so that job training occurs in the industries producing the most jobs. As you know, our strategy includes innovation in the build environment, so we've continued to promote a range of investments both in the city and downtown and in our neighborhoods around sustainability and around urbanization. I think the most notable among these is our innovative work in developing clean energy works which is now a model for the country and performing residential retrofits, and we hope we'll move into commercial retrofits and a model for that as well. That program is reaching full scale and is weatherizing a range of homes throughout the city of Portland. In addition, we continue to fund in advance our catalytic projects around the central city. Each of those projects is designed to promote our leadership in green building. It's designed to test new products and services around district energy, around eco districts, and of course it's designed to maintain our reputation as one of the most livable cities in the country. And lastly, most importantly, we remain committed to the development of the Oregon sustainability center. We believe it is a showcase project for the world about what Portland's capable of doing in green development. It's a project that continues to have challenges, but I just want to make sure everybody's aware that we view it as an essential aspect of the completion of this strategy. Over the past two years, I think we've received even more attention for what people like to call the Portland brand, outside, see all the praise that we've received or continue to receive for our leadership in sustainability and a progressive public policy, but I think the challenge has always been how do we take the value of that brand and translate it into a business competitive advantage, and I think the most important milestone we've had over the past two years is the formation of greater Portland, inc., which will harness all of the positive energy from the reputation so we can tell the Portland is a great place to do business. We promise to streamline the business support services that were available throughout our neighborhoods, and we promised to do what we could to support commercial corridors within the city. On both fronts, we've made substantial

July 20, 2011

progress. We've established the Portland for biz website as well as the single phone number which has been our attempt to give businesses the single point of access to city services. We continue to add on to the capability of that website and our services. We continue to make grants available to neighborhood businesses throughout the city. We named our first Portland main street areas alberta, hillsdale, and saint johns. Those programs are our investment in those three main streets have leveraged \$150,000 in private investment as well as substantial volunteer hours. We've continued to make substantial physical investments in our commercial corridors, including areas like kenton and woodstock. This council recently passed our neighborhood economic development strategy, which will be the blueprint for our work in neighborhoods across the city, not just in urban renewal areas, and we view that was a challenge to all of us to generate the kind of job growth and job opportunities for local residents that we've created downtown and do that in a way that promotes equity within the city. It's another challenge to add to our 10,000 job challenge that will keep us all focused on this work in the coming years. With that, I just want to thank you again for your tremendous support for the work that we've been doing, and I also would not acknowledge that a significant presence from the business community, without their leadership, none of this happens. This is their progress, not really ours. Government doesn't create jobs. Businesses do. So I really want to thank them for all their hard work during what has been an incredibly challenging economic environment. So thank you very much.

Adams: We'll now move to testimony. Gentlemen, glad you're here mr. Isaac, would you like to begin?

Jay E. Isaac: Thank you, mayor. Good morning, mayor Adams and commissioners. I'm jay isaac, board chair of the Portland business alliance. Thank you for the opportunity to join you today to support acceptance of the economic development strategy two-year status report. I'd strongly support this and acknowledge the leadership of mayor Adams and the council in developing the plan and setting specific targets for job growth. The alliance's regional jobs action plan and the city's five-year plan strongly complement each other. The selection of the city by the brookings institute for its metro export initiatives program, we see encouraging progress on a wide range of fronts. The alliance would like to acknowledge the effort that the mayor, council, and your staff and the leadership and staff of the pdc, among others who have worked diligently on not just the development of the strategy but on its day to day implementation. While we are pleased with the results so far, much remains to be done to achieve our job growth goal, and we must achieve new goals. The health of the public and private sector rests on our ability to provide well-paid jobs, support families, and provide them a level of income that in turn generates the taxes that pay for our critical schools, parks, roads, and public safety services. Looking forward, I would like to add two quick observations about where we believe we need to focus our energy for this strategy to ultimately be successful. First we need to expand our emphasis on international trade. The brookings institution grant is a great opportunity for the city to further accelerate an area of inherent economic strength. At the same time, we need to invest in the infrastructure that supports our international trade sector, our ports, railroads, and freight facilities, including the columbia river crossing. Second, we know that small and young firms create the bulk of net new jobs. The city's new one-stopper misting website, Portlandforbiz.com, is a great resource. But these are the firms that are also hardest hit by barriers to entry such as taxes, fees, and regulations. We believe it's better to keep these barriers as low as possible so new firms can form and small firms can grow than it is to put the barriers in place and then create programs to assist firms in addressing them. We need to keep our entrepreneurial environment healthy and lowering barriers to entries nurtures that. We would not thank the mayor and the council for including the business community in the development of this strategy, thank council for its adoption, and the staff for continuing the work of

July 20, 2011

its implementation. We are making progress in a difficult economy, but we are making progress, and we need to continue to push aggressively forward. Thank you for the opportunity to continue to work with you on this important strategy.

Adams: Thank you Mr. Isaac.

Roger Hinshaw: It's important for us to be here in support of the strategy, and we want to thank you for making the economic development strategy a priority and for establishing specific job growth targets. We need to recognize that economic development and job creation are too important to be confined to a single initiative. We need to have the economic health of the city in the forefront of our thinking all the time. When we're dealing with housing, public safety, planning, parks, and all the other issues we confront on a daily basis. We learned the unemployment rate ticked up again to 9.4%. That's hundreds of additional families struggling to make ends meet. With that in mind, I want to thank the mayor and council for helping build important partnerships in the development and implementation of the strategy, the alliance, pdc, apnba and small business advisory council, as you know, joined forces on the economic development strategy. Even in the context after very difficult economy, we've seen some important successes in our goal of creating jobs. With respect to the overall strategy, we're on track. We're right on track, and we need to continue to push forward. I would agree with chair isaacs' comments that we need to focus additional attention on international trade and also keeping barriers to start-ups as low as possible. I would also add one other observation. We need not only to grow total jobs but we need to also grow well-paid jobs that are available to a wide spectrum of Portland citizens, communities of color, those who speak english as a second language, and those without college or other advanced degrees. So how do we do that? Portland has a better than average manufacturing base. On average, those jobs pay higher wages relative to education and language skills than many nonmanufacturing jobs. We need to find ways to nurture these firms, because the family wage jobs they provide and create have a social as well as economic value-added component. To do that, we need to invest in infrastructure both soft, like workforce training and quality schools, but most important, in my opinion, hard like freight facilities and readily available land to make sure we remain competitive. I'd like to raise one note of concern as we look forward.

The success of this strategy so far has relied in no small part on the resources of the Portland development commission. Pdc does a great job, but we're reaching a point where tax increment finance funds will not support the level of effort we have enjoyed in the past, and even that was less than what was needed. To be successful, the city must develop a strategy and more importantly find the fiscal resources for the implementation. Pdc needs the resource of not just crafting good strategies but to actually implement them. In conclusion, let me thank you again for the opportunity to appear before you today to acknowledge the forward progress of the city's economic development strategy. We're making great progress on many fronts. But as today's unemployment news shows us, we need to remain vigilant and focus on our region's economic development.

Adams: Thank you Mr. Hinshaw.

Doug MacDonald: I'm doug macdonald. Good morning and thank you for letting me have the opportunity to speak with you today. Nearly 10 years ago, vestas moved from our headquarters in California into Portland, and we chose Portland primarily because of the labor force and the transportation infrastructure. When we first moved here, we had 75 employees and we were in an office building on columbia street. We quickly outgrew that and moved into our current location on naito parkway, and we've outgrown the three buildings we now occupy in that little cluster up there. And so we were looking to relocate. Last summer, we made, after a thorough search in a variety of different communities in the country -- we announced we would be staying in Portland

July 20, 2011

and relocating our headquarters to the vacant meier & frank building in the pearl district. I'd like to thank the city and pdc for their excellent support in working with the owner and developer of the proper tie to make this project a reality for our employees. Many are working hard to make the building renovations forward. So far 95% of the exterior is complete, exterior window installation having begun three weeks ago, and the initial plumbing is going on. Our 400 employees plan to occupy one of the city's most sustainable buildings early in the spring next year. A focused economic development strategy keeps companies like vestas in Portland. Not only have we retained high-wage jobs here, but we also support the local community in the supply chain sourcing materials and electrical components from boyd corporation, precision hydraulics, and other organizations. We want to be engaged in the community in which we live and work. Earlier this month, we teamed with pge to help clean up an area of forest park and restore hiking trails. We participate on the boards of omsi, the zoo, and we work with the le salle high school students on job opportunities in our Portland headquarters. In closing, we support ourselves to be very lucky to be in Portland. We hope for a very long and successful future here. Thank you very much.

Adams: Thank you, gentlemen.

Brian Jacobson: My name is brian jacobson. I am a manager at the ibm center, but i'm here today just representing myself as one of the pdx 11 industry volunteers. A few weeks ago, I was at a community meeting, and I want to tell you about a couple of magic moments at that community meeting. Lucas carlson, the funder of php fog, explained how, in a year, he went from an idea to 1.8 million in funding and thousands of customers. It sounds so easy, but what he explained to us was it was hard every day. He would try something and fail, try something else, fail again. It would take four or five tries to solve a problem, and he'd get six or seven plans going all at once, knowing that most of them would fail but one or two would succeed. He was terrified of failing every day. But he worked hard, and he kept at it. Now he has 14,000 customers. What a great Portland success story. Another magic moment was when we all shared what we were working on.

This was a community of people that want a start-up software business in Portland. 30 people, every one passionate about taking an idea and turning it into a thriving business. Now, we know most of these start-ups will fail. A few will eventually create hundreds or thousands of jobs, but most will fail. Why does a passionate, hard-working person with a great idea fail? Often it's as simple as they run out of time or money. Money's important because, when a business runs out of money, it dies. But the pdx 11 financing group and the Portland seed fund and many others are working to make it easier for Portland start-ups to find funding. Time is important because, for every person in Portland with a great idea, there's someone in boston and california and china with a similar great idea. Whoever gets customers first is going to get knowledge of resources that's going to help them stay ahead of the pack. How do you give someone time? That's where mentors can help out so much. Here's the name of somebody who can help you solve that problem. When I hit that problem, here's what I tried that worked. Here's what I tried that didn't work. And so when the pdx 11 program -- we're working on bringing together mentors. Now, funding and mentors have always been a good idea. How do we make them happen now? We build a community. The volunteers like myself, the software association of Oregon, we come together. But it's support from the city, the Portland development commission, that adds some weight, that adds some leadership and somehow makes this effort real. Why did I decide it was worth spending some of my personal time on this effort? I saw skip newberry coming to our meetings. This is something that mattered. So what's magic about Portland? What's different? What's our competitive advantage? We have an incredible pool of technical talent, but moreover we do community really well. Thank you for your help and support.

Adams: Thank you.

July 20, 2011

Amber Case: My name is Amber Case, and I'm CEO and co-founder of GeoLucky. We were prepared to leave and move to Silicon Valley. We thought it would take us at least three, six months to explain what we were doing and the opportunities our company presented to the Portland entrepreneurial investment community. So we left with a number of people that we wanted to work with, went down to the valley, and we really, really didn't want to start a company in the valley. We said, this is our last resort. This is going to be tough. We realized when we came here that there was investment here. There are mentors here, and there is a lot of support. So thank you so much for providing that support. We've been funded by Tie Oregon and the Portland Seed Fund, and year ago we participated in the Pacific Apps Competition and won it, allowing us to buy servers to start our company. Everything that we've been able to do is because the government, the Portland tech community has been involved, and we haven't had to go down to the valley to start another company just like everybody else is doing down there. We're able to do something good here. We've already hired three people here, and we've basically had to tell them, hey, you can actually work here at this company. They were being recruited by Facebook, Google, and Twitter. They're excited to work here. Just two years ago and before that, I would see so many people come in with a ton of talent, and they would try to raise funding, get set up, and they would leave to set up successful companies in the valley. They'd say, well, I really want to work here. Well, I have to go to the valley, because there's a company that's recruited me. I think with the Portland Seed Fund and PDX 11 and Tie Oregon and the Pacific Apps Competition, it's now feasible to do a start-up, create jobs, and do a good job here. So thank you so much.

Adams: Thank you. Congratulations. Hi.

Luke Ordway: My name is Luke Ordway. I am relatively new to the Portland area and have been jumping full bore into the entrepreneurial company. The name of my company is My Replay Live. I met with Skip Newberry who encouraged me to participate in the work on the strategy. I think everyone should pat themselves on the back for the work that has already been done. I think there is still more work to be done. I unfortunately was not accepted for the Seed Fund. They had over 100 applicants, which shows the need for these small investments. In one e-mail I had exchanged, what was the best place in Portland to look for \$25,000 or \$50,000, the reply was to go to the train station and catch the train to Seattle. I have been participating in the PDC meetings, and what was said before, the fiscal needs, what they're trying to address will need support. Looking at creating the mentor network and providing services to these companies to help them make the next step to have acquisitions. Besides the PDX 11, the Portland 100 being pushed forward to help companies make the next step as every company is trying to do, and I would just like to say that I think it's a great job and everyone should be proud of what they're doing but that they should still continue to push forward.

Adams: Thank you all very much.

Andrew McGough: Mr. Mayor members of the council. I'm Andrew McGough. I wanted to elaborate on something that Roger said, talking about the continued high unemployment rate. We did some work a little while ago, and we were trying to think about how can you help people understand 9.4% in a different way. That translates into slightly less than 200,000 people in Oregon, which would be the second largest city, and it would be the seventh largest county, bigger than our 12 smallest counties combined. So just to keep that in perspective, I think it does help us keep focused on this great work that's going on around this plan. We are a proud partner in the development and the implementation of this plan, and we want to say that it's extremely important, especially during these still very difficult economic times, to have alignment. This plan and the alignment it supports assures our resources are targeted to activities that support the regional economy and maximize opportunity for our job seeker and worker customers to succeed.

July 20, 2011

and thrive. As I'd like to point out, the quality of our regional workforce is a significant driver of economic development, and this plan provides the framework we need to work most effectively together. We have been very active over the last couple of years pursuing many of the plans, goals, and objectives. We have successfully competed for over \$9 million in federal grants to help train and support workers in the renewable and clean tech sectors. We are working with a broad array of community partners training in a variety of green occupations in direct support of the city's targeted industries. These efforts assure all residents have access to the opportunities that emerge from our economic development efforts. We have worked with the labor community to upgrade a variety of curricula to assure our electricians, fitters, and masons have the skills they need to deploy new technologies and techniques to support the growth and development. We are working with the Oregon extension partnership and other industry and community partners to implement the new northwest, a \$5 million grant focused on the renewable energy industry that will train more than 1000 workers to develop the skills they need to support the competitiveness of regional, renewable, and clean tech companies. We are proud of these industries and continue to support the economic development plan.

Adams: Thank you.

Jonath Colon: Good morning. My name is Jonath Colon, and I'm here today to show my support for the plan and the impact it has on the Latino community. The area represents the highest concentration of the Latino population in Oregon. We are about 59% of the metro area. In the city of Portland, as with many things being top on, we are the top city in Oregon for the Latino population. The strategy represents a very significant tool for us as it impacts jobs. We're very proud of the work that the city has done on the neighborhood economic development strategy and look forward in helping the city implement that. It's a significant tool for our community and we look forward to being part of that. Thank you.

Adams: Welcome. Glad you're here.

Holly Heidebrecht: I'm Holly Heidebrecht. This meeting is timely because tonight we're celebrating our first annual meeting. We will be recognizing close to 70 volunteers who have each put in over 100 hours of work for Saint John's Main Street. The Main Street program is genius because the vision is developed by the community what we have found exciting is that St. John's has found the biggest success when we engage in the city bureaus with them. We have been successfully using what is already established. The PDC has given us technical services that a small nonprofit would never afford themselves. Surveys let us know that we really do need a hardware store, don't just wish it, and architectural services awarded to us allow us to approach property owners that need a fresh look on how they lease their open spaces. We have been able to align with the UAR team to give a holistic approach to small businesses that have needs. The Main Street program has technical assistance and volunteer expertise, and it's mixed with the PDC urban renewal financial programs. We have established a volunteer foot patrol. There are seven foot patrols in Portland proper, and apparently we are the largest. The neighborhood response team is making a difference. We've gained a troop of ambassadors to improve a lot of the livability issues we have out there. Our foot patrollers walk 20 two-hour shifts a month. We observe and report crimes in progress to the bureau of emergency communications. We use our logbooks to call several city services to report specific code violations, using our smart phones to report graffiti, so hopefully that will help the new task force. Saint John's Main Street design team is supporting James John Elementary school. They are working with street pays to do just that to their playground. They have gained sustainable components to their property. A soccer field already has planned camps and a natural surface for the kids to play on. So thank you from Saint John's Main Street for investing in this economic development plan. Our favorite national metric is that for every dollar

July 20, 2011

invested in maine street, \$26 is returned to local commerce. By giving us these opportunities and access, st. Johns is already beginning to see the return. So you've all each received an invitation to our annual meeting tonight at 6:30, but I wanted to personally come and say "thank you," and I hope that we see you there if you're available. Thanks.

Adams: Sir.

Alando Simpson: my name is Alando simpson this strategy's commitment to small business and the strategies. However, I have personally experienced some really great efforts in behalf of it. I myself in an industry dominated by multinational corporations and conglomerates, and this strategy, I would say, coincides that everything I am trying to do in order to grow my company in this industry. We're talking about a company that was started with one truck and one box in 1996, and I am personally attempting to move this company to be the city's solution to construction demolition waste recycling. For example, obtaining contracts on three of the city's most highlighted construction projects, including the city's first green living project. However, aside from my own personal accomplishments with my own company, I would like to see more investment into existing local small businesses so they're able to strive and compete in this new green revolution. I would like to see more emphasis on education because investing in our own youth will push the city to its ultimate goal of becoming the greenest city in the world.

Adams: Thank you.

Justin Zeulner: Justin zeulner the president of the Portland alliance of Portland neighborhood associations. Thanks for having us. For 25 years, we've supported Portland's unique neighborhood business districts which together compromises approximately 20,000 businesses and over 200,000 jobs and play as vital role in Portland's economic prosperity. During our partnerships with the city and the Portland development commission, apnba builds the capacity and connects the city's business districts. After increasing membership in the past two years, we elected the largest board in our history in april, bringing leaders from 30 of the city's diverse business systems together to strengthen Portland's neighborhood and overall economy. Last year these dedicated neighborhood leaders contributed over 1200 volunteer hours to building neighborhood economic development. These volunteer hours are in addition to the board members' work on their own business and their business districts. Recognizing the wealth and expertise in Portland's business districts, apnba formalized the sharing of best practices to align and coordinate resources, linking leaders from 21 business districts to discuss best practices around everything from personal to economic revitalization. Apnba brought together leaders from the city's four industrial districts to discuss shared issues and future collaborations, and we launched a biennial district staffer lunch to share resources and discuss collective staffing skills. Heather Hoell will discuss additional programs. I ask for one thing first. The continued investment into our unique Portland neighborhood business districts is essential to not only recognizing our economic but also environmental and community goals. Thank you.

Heather Hoell: Good morning, mayor and commissioners. My name is heather Hoell, and i'm Apnba's executive director. In fiscal year 10/11, we launched a series of new services. We implemented a capacity building series providing 675 training hours covering everything from practices to community building. We also provided 190 hours of one-on-one technical assistance to those leaders. In the face of an insurance crisis, apnba provided critical liability coverage to ensure business district events occurred throughout the city. To date, we've provided a subsidy to help 12% of our business districts invest in generally ability insurance for the very first time. And in the last 12 months, apnba distributed \$80,000 in grants to our business district that leveraged an additional \$150,000 in private investments in the city's neighborhood business district. This year we will implement a new grant-making program designed to help business districts reach

July 20, 2011

benchmarks of success while focusing on neighborhood economic development. Apnba also works to build relationships with key stakeholders, including oni, neighborhood notes, the Portland business alliance, sbac, the east Portland chamber, and travel Portland to align and coordinate our resources. As a result, we co-sponsored the neighborhood leaders' dialogue with oni in June, partnered with the bureau of planning and sustainability to host a Portland planned business forum for neighborhood businesses, and last week with the Portland business alliance and the small business advisory council, we helped almost 100 business leaders better understand Portland's bureaus, budgets, and business support organizations. We look forward to our continued partnership strengthening Portland's businesses and business districts. On behalf of apnba's board, I thank you for your support and urge you to continue investing in the overall economic development strategy and particularly in the neighborhood economic development component. Thank you.

Adams: Thank you all very much. One more? Welcome. Good to see you again.

Dan Cogan: My name is Dan Cogan. I'm general manager out at Monte Villa Burgerville on 82nd and Glisan, and I'm here representing four other Burgervilles also within the east Portland action plan area. First off I want to say "thank you" for the opportunity. It's really been encouraging hearing the stories that have come along of the progress being made. I'm fairly new to the process of being involved. The Burgerville has been there since 1967, however, and my role is to involve our community. East Portland and part of east Portland action plan seems to be the territory for the future, so I am looking forward to these plans and these projects being moved into that area. I find it to be one of the greatest areas for opportunity. As we see it, it's not about what everybody can do for us but what we can do for our community. Our community will help support us. I'm all right with the competition. We'd just like to see that. We're really talking about an area where there's new areas for buildable land. I know they've done surveys that have shown opportunities in that area, perhaps certain zoning adjustments and coordinated efforts will really help promote that area. So in a sense, I'm sitting here thanking you from the future and looking forward to the new opportunities that east Portland has to offer to Portland as a whole and what the whole economic strategy will help for east Portland and east Portland's future. Thank you very much.

Adams: Thank you. All right. We'll now call the vote on accepting the report.

Saltzman: Well, thank you, Mayor and PDC and everybody else for a very good, concise, focused economic development report. I think we heard several references to the need for focusing. I think this report shows that we have been focusing over the last couple of years, and that's the way we need to do. We can't have sort of a broad scatter-based economic strategy as we've had in the past. I think it's paying dividends. It's tough times that we're trying to do this but I think it is paying dividends, and I think many of you testified to that fact today. Thank you all for being here, and I'm pleased to vote aye.

Fritz: Thank you to everybody who took the time to be here this morning to presumably show your support. Nobody came to testify against. I am very pleased to be part of this economic development strategy. Now we have the focus of four which have become five, and it's proving to pay dividends. It's proving dividends because of the partnership between the business community, the neighborhood business community, and the city council, and we are committed to jobs and to good jobs, to well-paying jobs. We will continue to work on that. Of course, this is a good progress report, 5500 new jobs in the Multnomah county area since the beginning of 2009, but it's not enough, and we all recognize that it's not enough. I particularly appreciated the comment that having Skip Newberry show up at the meeting was a show of support, and it's more than that of course because he's a skilled staff person who does make the connections, but that's what we try to

July 20, 2011

do on the city council is show up. Our staff show up, and we care about the work that you are doing in the community. We want to be your partners. We will continue to do that. Aye.

Fish: We should emphasize international trade. I just got back from two weeks in Spain visiting my wife's family, and what I experienced in Spain was record high unemployment, sagging economy, huge credit challenges that were threatening to bring down the Euro and neighboring countries, and a rigid classic stem that really locked people in and made it very challenging for people to have social mobility. And I have to say I've never been so grateful to come back home. [laughter] I want to thank Patrick, Kimberly, Skip, and the whole team for putting on the presentation. I think it was extremely helpful. When Roger Henshaw says we're making progress, that's high praise. I made a note of that. I want to thank everyone who testified and particularly the clarity and passion with which you brought to this event, and I want to just acknowledge that two and a half years ago, the Mayor-elect and I did something which at the time was quite controversial, and I even remember some pretty withering criticism. Patrick, you might have remembered that, too. When we decided to take housing out of the Portland Development Commission and create a separate freestanding housing component of the city, taking the talent and treasure from the PDC, combining it with the former BHCD, and creating the Portland Housing Bureau. There were a lot of skeptics at the time, but the long-term vision was to unleash the power of two separate organizations, have PDC focus relentlessly on jobs and job creation, local economy, and do its work best and to have a new housing bureau focus on housing. I think some recent reports we've had and this report vindicates the decision that was made to separate housing from job creation. I think many of you who supported the Mayor and I feel that that was the right thing to do. I think time has proven it's the right thing to do, and we now have two powerhouses operating and doing their work best. Mayor Adams, you've made this a cornerstone of your administration, focusing on job creation and local economy. I don't know how to do those trips to Europe, 'cause I'm completely jet-lagged out two days into it and see no end in sight, but I'm proud to be on a council that has made job creation and the focus on the local economy the cornerstone of our work, and I'm grateful to have such strong partners helping us get there. Aye.

Adams: First and foremost, I want to thank the city council because, without their support and the discipline -- without the discipline instilled from this council into city government, we would not see the progress that we have. And the results are early. But the early results are positive and reaffirm the opportunities ahead and reaffirm what is possible, that this city and this region and state really can do better in national recessions, that we really do, by digging deeper into the industrial districts and neighborhood business districts, digging deeper into that, being more supportive, the innovation and the jobs that come from that, pays dividends almost immediately and that the work of going out into the world and selling locally, regionally-made products and services has success as well. And it is the renewal and revitalization of the partnerships. I see folks from PSU, and we heard from WSI and the Chambers and PVA and others that make it happen. It is the private sector that creates jobs, but we in the nonprofit and public world, academic world, can do a lot to support or get the heck out of the way for those that want to create jobs. In closing, I want to thank the Portland Development Commission. We've got two commissioners in the room.

The chair has done a fantastic job. We'll break the rule of no applause to give the PDC commissioners some applause. And finally I want to thank our new economic development director, Peter Parisot, Skip Newberry, and Kimberly Schneider, Kimberly Branham, Patrick Branson, Jennifer Nolfi. Thank you to the PDC staff, PDC team. We've got a lot of work to do, but we're on our way. Aye. We'll have a five-minute compassion break.

At 12:17 p.m., Council recessed.

July 20, 2011

At 12:23 p.m., council reconvened.

Adams: Karla, please read the title for resolution item number 756? And we are all on a tight timeline, so we will move expeditiously. Can we read all the relating ones as well?

Item 756, 757, 758, 759, 760, and 761.

Vicky Diede, Bureau of Transportation: I'm going to start out today -- i'd like to -- vicky diede with the bureau of transportation. I'm the city's project manager for Portland streetcar. We're getting awfully close to finishing this, and I think it's time that we give an update to council to let you know where we are.

Adams: Mr. McNicol.

Carter McNicol: Carter McNicol, project manager, Shiels Oblatz. I want to give you a quick update and then talk about a couple of the items for you. You may recall that the project commenced in august of 2009, and we were in front of you in october of 2009 approving the first capital finance plan and several of the contracts moving forward. We've made tremendous progress as you've seen probably driving around, and we're approximately 80% complete at this point. By the end of august, all the track work, which is the most disruptive work we do in the street, will be complete in the public right-of-way. We still have some track on the omsi bridge, but the really disruptive traffic work will be complete. The maintenance facility is complete with the exception of some minor equipment that needs to be included, installed later. The major risk we talked about -- the risks were a big deal two years ago -- relate to the Broadway bridge, the underground utilities, always risky work, and the Broadway bridge I think was the one that everybody was wringing their hands become and that's really gone very, very well. We've had some changes mostly directed by Multnomah county who's the owner of the bridge. But we really -- I wouldn't say it was problem-free, but the problems were much less than we expected we might even encounter, and that part of the project went very well. The underground utility work is already completed and has been since early this spring. It also went well, sort of normal unexpected issues that you'd encounter underground but not huge amounts of costs. I will say that one outstanding issue is there is a potential for a claim from one of the sewer subcontractors, and we're working with bes and with the city attorney and pbot and the contractor to minimize and resolve that claim should it come about. We also were in the midst back in that time of working with the union pacific railroad to get permits to build an overcrossing. If you've worked with them, you know that can be a long and difficult process, but we got through that, and we've completed the bridge, and u.p. is happy and it has worked out very well.

Adams: If I could, what was the nature of the claim on the sewer system, and how big would it be?

McNicol: The claim has to do with four different locations on the project with unexpected underground conditions. It's not very clear frankly right now. The subcontractor hasn't provided us very good information about it. The total amount of the claim is about \$850,000. The vast bulk of that relates to the work for the betterment of the project by bes. The risk to the streetcar budget is about \$150,000, we think in the worst case, and the balance of that would be bes. We did a number of improvements while we were working in the streets. We did a number of what we call betterments for both the water bureau and the bureau of environmental services. I wanted to report also on the dbe front. Because this is a federal project and trimet project, we were forced -- the subcontractor participation at disadvantaged business enterprise rather than the city's mwesb, but we are at about 15.9% as we stand through june, and the contractor has assured me that he will get to the 16% which was his stated goal.

Fritz: Have you had any discussions with christine moody in procurement services about ways to help them increase that?

July 20, 2011

McNicol: We have regular meetings between our contractor and christine moody and her staff as well as with tri-met's dba staff.

Fritz: Thank you.

McNicol: The key remaining issues are with the work you'll continue to see is the installation of the overhead wires, which is very important work but doesn't have the broad kind of traffic impacts. We still have some more platforms to build in again isolated areas. All of the work is currently proceeding on schedule and within the budget. One issue that is outstanding is that we are doing some pedestrian improvements at the morrison and hawthorne bridge heads as well as building some storm water drainage swales on the bridge head property controlled by Multnomah county, and we've been working with them for months on resolution of some easements, and those are not done as of today. We are hoping they will be done shortly, but they are probably the biggest risk to us in terms of timely completion of the project. I am very hopeful we'll get through that. So that is where we stand. I don't know if there are other questions about the resolution in particular, or if you want to take questions at the end.

Adams: Do you have more that is part of your presentation?

Diede: For the resolution no, the only thing I'd like to add about the resolution is that the budgeted amount has not changed one dollar since we were here in October of 2009.

Adams: O.K. and why don't you speak to the other –

Saltzman: A good thing to point out.

Diede: Yes. And we're proud of that.

Adams: If you could speak to the other related council items.

Diede: Yes.

Adams: Make sure you cover the united streetcar car delivery issue as well.

Diede: I will.

McNicol: I'll talk about the tri-met IGA which is the first ordinance. This is a federally funded project. Tri-met actually receives the grant from the federal government and the city is a sub grantee. So we've had an intergovernmental agreement with tri-met where they work with us on the administration of the grant and other items. There are three key components, to the increase in the IGA amount which is, the total increase is \$645,000. The first -- the first \$230,000 relate to ongoing grant administration. Principally in the form of increased scrutiny from the fta. We were told by the fta early in the project that this project, because it's what is call a small start. \$75 million which is a lot to all of us but the fta is not much. That it would have less scrutiny and less oversight and they've ended up providing oversight at the same level as they would for a billion dollar subway project. That's created time and pressure for all of us, tri-met and the city staff and consulting staff. Additionally tri-met has been deeply involved in the discussions with Oregon ironworks relating to the vehicles and their staff is experienced obviously, at this, so in addition to the consultants we have on board representing the city, we've had tri-met staff deeply involved in the negotiations and the design review and the resolution of the issues related to the vehicle. Additionally, part of the \$600,000 is the increase of \$138,000 for what we call bus bridges. When we interrupt service on either streetcar or max line, we contract with tri-met to provide buses to certainly mimic the service so that people can continue to move on the system and there's \$267,000 in there for startup costs. When we do a startup of the system and tri-met as you know provides the operators and mechanics for the system, in order for them to increase the number of operators they provide us, they promote bus drivers to be rail operators and have to recruit and train new bus operators and train the new rail operators and hire new mechanics and there's a cost associated with that and this is actually, the \$267,000 represents half tri-met's cost for providing that startup assistance. Typically these costs have been covered as operating expenses and because this is a

July 20, 2011

federal project, these startup costs are eligible to capitalize so we're taking advantage of that opportunity to get them out of the operating budget and put them in the capital project. That's tri-met. The county -- the county change, this second amendment, the county provides at their request, we agreed to compensate them for their costs associated with the inspection of the work on the Broadway bridge. And they've spent more money than in the IGA and asked us to increase the amount and that's what we're proposing you to do at \$141,000.

Adams: 759.

Diède: I'm going to talk about the amendment to the contract for design services and for operations assistance. First, and then come to the project management, because that's where we can come into the issues with the car. For the design services amendment, this is an agreement with them -- Portland Streetcar Inc., \$270,000 increase for a new contract total of \$10.8 million. The primary reason for the increase in this -- for the funds is because of additional services the city required for such things as additional survey, traffic channelization and a lot of changes on the signalization side. The item, the amendment with the Portland Streetcar Inc. Operations assistance, we'll bring an entirely new agreement that's being developed and bring back to you for adding the loop project service to the streetcar system. This particular item is just to recognize the total costs for a replacement, an inventory clerk that Portland Streetcar Inc through SOI has hired the higher level person, they're really good and adding \$36,000 for salaries and benefits and all of the rest to the operations assistance agreement and our budget --

Saltzman: Is that the full salary?

Diède: No, just the increase.

Saltzman: What's the full salary for an inventory person?

Diède: I don't have the number in front of me right now, Dan, I'm sorry, but I can get it for you. But it includes the wages and benefits, vacations and expenses related to the position.

Fritz: Why have we hired someone who is that much more expensive?

Diède: I have -- they've brought very, very good skills that we need in the operations and maintenance facility. Particularly around being able to deal with Maximo, which we're bringing into the facility to help us manage our inventory more efficiently and hopefully less costly.

Fritz: I think this is non-emergency, right?

Diède: It is.

Fritz: I would like to know the industry standard and what was the person getting before?

Diède: Certainly.

Fritz: And also, I'm interested in discussing the previous issue about minorities and women, how many of the final applicants were minorities and women.

Diède: I would be happy to do that.

Saltzman: And the job description.

Diède: Yes. It was a very extensive interview process and I'll pull up all of those records. Then the last amendment we have is to the Portland Streetcar Inc. Agreement for project management services, and we -- here we're seeking an increase of about \$557,000 for a new contract total of \$4.7 million. I do recognize that all these contracts have gone back to the beginning of the federalized process so we're talking about design development, preliminary engineering, final engineering and then services during construction. About half of the amount being requested are for additional services, required by the federal transit administration. We've been under greater scrutiny than we were led to believe we would be. And there's also coordination with Tri-Met on the Portland Milwaukie light rail projects.

Adams: The greater scrutiny translates into the requirement for more -- more and more frequent paperwork.

July 20, 2011

Diede: Absolutely.

Adams: Dealing with on-site inspections, I mean --

Diede: It's just snowballs.

McNicol: Paperwork, inspections, tours, I have to go to a meeting in seattle to meet with the fta that I wouldn't have expected.

Diede: Besides the fta, we have the coordination with tri-met with the Portland-milwaukie down in the omsi area. When Portland builds a new bridge, we'll use the bridge to complete our loop. Which is a separate project and we need to make sure what they're building we can get ourselves onto and lay out the plan for doing so. And then there's been the analysis and negotiations required for the propulsion system substitution in the loop vehicles administered by Oregon ironworks. The other part is related to the time extension and additional services needed for the final certification of the vehicles, for a closeout of the construction project and startup of revenue service. So coming back to the cars, quickly, as you recall, the city of Portland has two contracts with Oregon ironworks. One of them is for the streetcar prototype funded by the federal government from the fta, it was -- or, markup in the last reauthorization of the transportation bill and that was at the behest of peter defazio. And the primary purpose was for the domestic production of a streetcar vehicle. Things that hadn't happened before and a second contract with Oregon ironworks funded by a \$20 million grant from the state backed by lottery-backed funds requirements on that, were that the firm be an Oregon-owned and Oregon-based. So we're looking at Oregon jobs is really the big focus here. And feel free to jump in if i've got the facts -- not straight. It gets confusing. The prototype project, Oregon ironworks had a partnership with skoda, a czech firm that manufactured other streetcars. Not the propulsion system, but manufactured them and the system went into the prototype. That car runs, there's -- that's not the problem. The problem is that there are requirements in our technical specifications for the proper documentation and test procedures so that our vehicle engineering services consultant will certify that the cars are suitable for revenue service. Skoda is either unwilling or unable to meet or didn't see the need to meet all of those requirements. Oregon ironworks came to the city and asked us and to Portland streetcar inc. And asked us if we could accept a substitution of the propulsion system from rockwell international and that at the same time, both contracts were in effect at this point. And this decision has an impact what goes into the prototype and the production vehicles and after many meetings and sam, you were involved with several, with rockwell international and Oregon ironworks and Portland streetcar inc. And our consultants, we decided to take rockwell, who again insisted they were going to design new and put it and use the prototype as the opportunity to learn about that business. Because it is indeed a prototype. You know, if they're successful and we see no reason why they won't be, we'll have domestic content in the prototype of 90%, which is good. We went from about 65% to 90%. On the other side of the ledger, the production vehicles, these vehicles are just awfully important to us to get service started on the loop project and so we decided that we wanted to see the elin propulsion system put in. And this was -- what? -- a six, seven month process to do all of this?

McNicol: At least.

Diede: As part of that, the elin propulsion system going into the cars, some non-recurring engineering cost that had to be paid for and it's like putting a -- you know, a chevy engine into a yugo. How can you make them fit without additional engineering. So we amend our contract with Oregon ironworks and we reduced the number of cars we were buying from six to five. And then we were going to pay the non-recurring engineering costs. We also had Oregon ironworks grant us the option of buying that sixth car that had been a part of the original order and allowing us to receive credits on those costs as they sold additional cars with the elin system in it. For example,

July 20, 2011

Oregon ironworks has an order with tucson for seven cars. There's \$145,000 credit for each one of those cars and those cars that tucson is going to buy, the city will receive a credit of slightly over a million dollars which will reduce the cost.

Adams: Partly why the mayor goes around the nation selling streetcars.

Diede: Yes, he does. And a few more would be good.

Adams: I need to do a program note. We're going to lose commissioner Fish so -- which means we'll lose the ability to do emergencies. And i'm happy to --

Saltzman: I have to leave at 1:00 also.

Adams: Right. We have a choice of either setting further consideration of this over to tomorrow, because we have a session tomorrow, along with our items. We can hear the items in the next 15 minutes that don't require emergencies. What's your preference? And then you're gone tomorrow, right? Are you here tomorrow?

Saltzman: I'm here tomorrow. I'm ready to move the emergencies.

Adams: Ok.

Diede: Those were my -- were all of my comments on the items.

Adams: Are we ok to move?

Fritz: Can you summarize. That was detailed and mayor, could you give me a couple sentences summarizing what vicky just said?

Adams: Yes, united ironworks has, I think, from the vantage point of developing a streetcar manufacturing industry in the united states going with the higher domestic content is smart on a number of different levels. We're more likely to sell more cars across the country if cities across the country can point to the car and say we have pieces of us in this car. However, doing that requires the kinds of changes in the approach that's reported in the "the Oregonian" today and that was outlined as well. And in order to make this as win-win as possible, the more that we sell, the more that our team sells streetcars around the country, the cheaper that sixth car gets. So we are -- and there's a delay in the delivery of the vehicles, not our piece of it, but the delivery as well which will delay the full opening and fare service for the loop. All in all, it's not what we hoped for, but it's not unexpected and I think what we put out there manages the risks and has incentives for all of us, to actually at least deliver on schedule. If not beat it.

Fritz: Thank you, that's helpful. We should hear testimony, and i'm comfortable moving forward. 761 is not an emergency.

Adams: Correct, that's the issue of the additional fees.

Diede: Absolutely.

Adams: Anyone wish to testify on any of these?

Moore-Love: No one signed up.

Adams: All right. Karla, begin calling the votes.

Moore-Love: 756.

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

Adams: Aye. [gavel pounded] 757?

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

Adams: Aye. [gavel pounded] 758?

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

Adams: Aye. [gavel pounded] 759.

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

Adams: Aye. [gavel pounded] aye 760.

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

Adams: Aye. [gavel pounded] let's --

July 20, 2011

Fish: [inaudible]

Adams: Ok. Item 762 please read the title, call the vote.

Saltzman: I recuse myself from this vote because I have a potential economic interest.

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

Adams: Aye. [gavel pounded] approved. Can you read the title for 763 and 764. I think it will go quicker than we think because they are sort of temporary. And as you can see, we don't have a lot of opposition.

Thomas Lannom, Director, Revenue Bureau: Good morning, mayor and council, i'm thomas lannom, the revenue bureau director. The revenue bureau to renew the downtown business district for an additional 10 years. To renew a service contract with clean and safe for five years and begin a comprehensive outreach process regarding the possible expansion of the district boundaries and revenue of review of the formula. The two ordinances will take care of the first two pieces. Renew the contract with clean and safe and maintain the current security levels. Cleaning, marketing and street ambassador programs and freeze the code required, consumer price index for one year as requested by mayor and clean and safe board of directors and grant the revenue bureau an additional two months that I can speak on or I can stop here.

Adams: Questions from council? Anyone wish to testify on 763 and 764? Karla, call the vote.

Saltzman: Aye.

Fritz: Thank you, it's a wonderful program, clean and safe and I appreciate your willing to look into the issue of freezing wages. Aye.

Fish: Aye.

Adams: Aye. [gavel pounded] 64.

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

Adams: Aye. [gavel pounded] all right. First hearing -- just an explanation of 765. Please read the title.

Item 765.

Adams: Director Lannom.

Lannom: Good afternoon, i'm thomas, the revenue bureau director. It amends code sections 6.04 concerning transient lodging tax law. A tax of 6% has been levied against Portland motel and hotel room occupants since 1972, 5% is passed to the general fund and 1% dedicated to the travel and tourism fund. The code changes before you will increase the city's ability to enforce code against persons who willfully or fraudulently fail to comply with the law by lifting a self-imposed statute of limitations. They will bring the code into alignment with the business license tax law and Oregon state laws concerning filing requirements and they change the appeals process wherein the tax liability is substantial and makes the process more express. I'll stop there and ask for questions.

Adams: Discussion from council? Anyone wish to testify on this matter? Moves to a second reading next week. [gavel pounded] we'll in recess until tomorrow at 2:00 p.m.

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

July 21, 2011
Closed Caption File of Portland City Council Meeting

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Key: ***** means unidentified speaker.

JULY 21, 2011 2:00 PM

Adams: Today is thursday, july 21st and the city council will come to order. [roll call] A quorum is present we shall proceed. Can you begin by reading the title first item on the calendar?
Item 768.

Adams: Commissioner amanda Fritz.

Fritz: Thank you. This is a report on crime prevention through environmental design often called cpted. This primarily affects multifamily housing that receives public money. This is not an end all, but shows we are going in the right direction towards implementing common sense approaches to designing buildings with an eye towards preventing crime through proper placement of lighting, doors, windows, screening, and defining private and public territory. This work precedes my time here on the council, however, Stephanie Reynolds of office of neighborhood involvement has been diligently working with key staff in other bureaus for some time now. This is the culmination of those efforts and we would like the council and the public to hear the results of that work and to become more informed about things that you can do in your home to better prevent crime through environmental design.

Stephanie Reynolds, Office of Neighborhood Involvement: Thank you very much. Again, i'm stephanie reynolds, i'm the crime prevention program manager with the office of neighborhood involvement. And mayor and commissioners, thank you so much for hearing our presentation today. We're excited to finish the work on council resolution 36648, which incorporates crime prevention through environmental design in multifamily housing in Portland. I have with me several co-presenters. I'm going to be doing most of the talking, but I have a number of people who are available to answer any questions that you might have about this. They're the experts in their fields, and so I wanted to have them here with me today. To my left is ross caron from the bureau of development services. Javier mena is next to the table from the housing bureau. In the front row we have karen peerson from carlton hart architects, we have craig kelly from the housing development center. And in the second row we have john campbell from campbell delong resources incorporated. I also believe julie livingston from home forward is going to be joining us momentarily. I have a power point presentation today to take you through the process that we've used to come up with our recommendations for the implementation of this resolution. Throughout the presentation you're going to be seeing some photographs and architectural drawings of some projects that have been put together or about to be built here in Portland, that have all taken crime prevention through environmental design into account in the design. And for that reason we'll be much safer, more comfortable places to live because of it. We have four general sections to the presentation today. We are going to be giving you just a very brief review of the resolution because it's been a while since it passed council. We'll talk about the instructions we received from council at the time that it passed. We are going to discuss the process we had for the development of the recommendations and the recommendations themselves. So the resolution that passed back in 2008 was the result of a year of work involving a large group of stake holders from a lot of different fields. We were led in our efforts by john campbell, who is here with us today and can answer any questions he might have about that process. The goal of our work was to establish the

July 21, 2011

best practice in the design of multifamily housing in Portland. The work on this is really just one more chapter in a long history of collaboration between housing providers and public safety agencies here in Portland. We have a long-standing collaborative relationship together. The resolution incorporated two policy strategies, and the first is the considerably more complicated one. In policy strategy one, under the resolution, we wanted to ensure multifamily housing built or rehabbed used city funding meets certain minimum cpted standards. Under policy strategy number two, we wanted to provide Developers with multifamily housing with private funding, the benefit of nonbinding cpted recommendations prior to their approval so they can take them into consideration as they made their designs. When the resolution passed council we had some pretty specific instructions about how we should go about our work. It was very important to council at the time that we integrate our recommendations into existing city procedures. We had providers -- they were concerned that extending the number of days or meetings required would be a burden. We thought about that a lot as we moved forward with our process. They wanted to see us integrate policy one in support of trying to not extend to terribly the number of days or meetings required. They wanted us to include a waiver process and finally to clarify any guidelines that were found in practice to be ambiguous in the resolution. So we brought together an implementation work group, which represented the fields that we thought had the best -- the most amount of information about exactly how the resolution should be implemented. And the work group incorporated representatives from the field of affordable housing development, architecture, public or subsidized housing, funders of multifamily housing projects and finally crime prevention. For a list of the specific people who were members of the work group you can see the packet on -- in exhibit b. We started out by creating a rough draft of recommendations for the implementation of the resolution. And we discussed that initial draft with the major stakeholders we thought would be most impacted by what we were recommending. That included pdc, at the time --

Fritz: Unravel if you will those acronyms --

Reynolds: I will do that. That would be the Portland development commission, the bureau of housing and community development, and as we were going through this process, the housing section of the pdc merged with the bureau of housing and community development into the Portland housing bureau. So hence we get more alpha -- more letters in our alphabet soup for this presentation. Now we're working just with the Portland housing bureau. Finally the community development appropriation community, so groups, nonprofits that create and build and sometimes maintain affordable housing. The housing authority and the bureau of development services. Those are the initial key stakeholders that we really felt needed to give us their blessing on the recommendations that we come up with. Based on their recommendations we did do a few refinements, and then we sought feedback from a larger group that included all kinds of developers, architects, people who had originally been involved in the development of the resolution, we refined the recommendations again and here we are with our report to you at council. I'm going to talk about the recommendations, our recommendations for the implementation of policy strategy one. And if you want to follow along with this, you should see exhibit c in your packet. The first thing we tackled for the implementation of policy strategy one was to determine what city funded meant. The resolution requires that projects that are city funded be -- follow certain guidelines so we needed to identify exactly which funds were we talking about when we said city funded. You can read the list that's here on the page as well as I can read it out loud to you, but these were the specific types of funding we thought were appropriate to include in this. If you have any questions about any of these, we can certainly entertain them either now or towards the end of the presentation.

Fritz: Tell me what home, hopwa and county home are.

July 21, 2011

Reynolds: Javier?

Javier Mena: Those are federal funds provided -- the home and hopwa to assist housing -- we mainly use for affordable housing, as well as hopwa is mostly for aids affected residents to help finding residence. What was the other?

Reynolds: County home.

Mena: Oh, those are home funds that the county manages.

Fritz: Thank you.

Reynolds: Any other questions about the list before I move on? So it was also important that we - in order to meet the request that council made of us, we wanted to make sure we integrated education about these requirements very early on in the process, so just as soon as developers started coming in to find out about whether they could obtain city funding, they would find out about these requirements. So what will happen is that there will be materials integrated into all existing sources of information available to those applicants, that would include housing bureau website, and their forms library, and every stage of the process when a developer comes in from the very first notice of funding availability to their application for funding, to completion of construction, and finally to compliance. The developers will be reminded about these requirements. And if you see exhibit e you'll see the materials that we would use to educate developers. We also wanted to develop a waiver process for anybody who felt they could not incorporate the requirements into their project. And if you look at exhibit e3 you'll see the forms the work group developed for that. Essentially the applicant fills out the waiver request and submits it to the housing bureau, and what they need to establish is that if they can't meet with one of the requirements for the cpted resolution they have to find a way to achieve the same end. And if it is, the housing bureau may grant the waiver. Applicants for these waivers can expect a decision within two weeks. Finally, one of the things we needed to look at was, is there anything in the original resolution that might be ambiguous enough to developers that they would need further guy answer? And we determined that lighting levels, it's something that it's pretty easy to be very obscure about lighting levels. You can talk about foot candles and lumens, and wattage, and it doesn't necessarily mean a lot to everybody. Different people have different chunks of information about lighting. And it's a little too vague to say something like, you can read a newspaper headline at a certain number of feet. And so what we're recommending is that the housing bureau put out an rfp to hire a lighting engineer to make very specific -- to develop a set of specifications for exactly what the lighting should be. During the course of our development during the recommendations we talked to a lighting engineer and her estimate was that it would be approximately \$5,000 to develop such a set of recommendations, which we thought was a pretty reasonable expenditure for that kind of clarification that it would provide to developers. And for more information about that you can see exhibit f in your packet. Findly it was important that the cpted strategies that are incorporated into the building not just be incorporated in the First place, but that they be maintained over time. So we manned to make sure that there was a way to do that. And what we found is that the housing bureau already has an asset management function, they go back on a regular basis and visit projects that have received city funding, and they check on them to ensure compliance so they can easily incorporate checking on this into their process that they already have. Do you all have any questions about any of those? Ok. Let's move on to the briefer recommendations. Policy strategy two is that private developers, those not seeking city funding, would be able to gain the benefit of this kind of education and information about cpted conversations for their projects as well. And so in collaboration with the bureau of development services, we've put together the contents for a brochure that would be provided at the bureau of development services development services center in their literature racks, and as well the brochure

July 21, 2011

would be incorporated into packets for the preapp early assistance and major projects processes. This would enable private developers to be able to learn that the city thinks cpted is the best practice and should be incorporated into their projects as well. At the same time it wouldn't require them to incorporate this, it's just a suggestion and the city making a statement that It's the best practice. We think it would be a good idea to make sure that the recommendations we've come up with are not too burdensome to the housing community, so we're recommending that a year after this is all implemented that the housing bureau do a simple survey of the people who have used the process and find out how did it go for them, would they suggest any tweaks to the process that would make it easier for them. And then refine it if need be. Any questions you might have, we can take them now.

Adams: Anyone wish to testify on this matter?

Moore-Love: No one signed up.

Fritz: Do you have any other comments to add?

Adams: Very straightforward presentation. Which we appreciate very much. This is a resolution report.

Fritz: Report.

Adams: So --

Fish: To the extent you're suggesting that the Portland housing bureau retain a consultant to do this purpose, are you also encouraging the mayor to make a supplemental appropriation to cover that cost?

Reynolds: That's up to the mayor.

Fish: And I notice from your list of expenditures that -- rather investments that would trigger cpted, you have apparently consciously omitted a number of other programs we have which provide indirect investment. And so I take it at least that the stage you're satisfied that those instances where we have a direct investment, some control that cpted should apply, you're not recommending going beyond that scope.

Reynolds: Not at this point. We have a direct investment, we have some control over the expenditure of those funds and it seemed like the appropriate place to start.

Fish: Ok.

Adams: Other discussion? Entertain a motion to accept the report.

Fritz: So moved.

Saltzman: Second.

Adams: It's been moved and seconded to receive the report. Karla, please call the vote on the motion.

Saltzman: I want to thank you all for your good work. The guidelines are very important, and I know all of us know the importance of trying to make the build environment through design a safer place for everybody. And as commissioner overseeing the bureau of development services we're committed to making sure the private sector, those that are not required to by this policy, to make sure they have the information so they can make sure they're most informed about this and hopefully also follow the guidelines. So I think this is a great reasoned approach and a great response to the resolution we passed on this some time ago. Aye.

Fritz: Thank you very much for your report and for your diligence in following through when the council said to do this, and to come back with a report, and that's what you have done. There's more work to be done. I asked you about tax abatement and I understand we -- under the funding, currently system development charges are a form of public funding given to private development for various reasons by various bureaus, and i'd like to see more discussion of where we can educate and implement cpted principles and regulations where waivers are given, but obviously this

July 21, 2011

requires more staff time and we need to move forward carefully. So thank you to everyone and particularly to the Portland housing bureau and the bureau of development services. It's truly been interbureau and intercommissioner collaboration, and I thank the commissioners in charge of those bureaus. We need to educate everybody and indeed there's more information on the website about these principles of natural surveillance where we have appropriate lighting and fencing, and minimizing hedges that obscure views into the residences. And we need to reduce the incidents and the fear of crime, because often they're not the same. And yet if somebody doesn't feel safe in their home, it's almost as bad as actually not being safe in their home. So that's something we're working with the police department and the mayor is instituting a new initiative to provide more collaboration between all of the public safety bureaus in the city and our community with neighbors and business owners so we all feel safer. So thank you very much for your work leading this effort, thank you to my colleagues and i'm very happy to vote aye.

Fish: Thank you for a very concise and efficient report. And I in recent history have seen three benefits of cpted. One was in the context of a park, mccoypark where following some -- a tragic shooting and other events, the bureau was asked to make some modifications to enhance sight lines and lighting. Common sense things which both discourage certain kinds of activity and put more eyes on a particular spot, which has proven to be effective. Second had to do with the local public high school, where because of the way the vegetation had developed and because of places where people could effectively hide and engage in illegal conduct, it made it difficult for the principal to police the campus, putting young people at risk. The cpted team gave the principal and the school some common sense suggestions which included how to deal with the vegetation and trees and plants, and natural landscape and lighting which made a huge difference. And the third was on display at a housing development of catholic charities. Where some of the core common sense ideas of cpted, like the placement of the children's play area, putting it in an area where there was maximizing all the sight lines from tenants and other people, making sure that anyone going from their unit to the laundry room traveled a safe Route, well-lit, they also had lots of eyes, in other words, making sure that lots of adults and lots of people were able to monitor public places to discourage certain things from occurring. My comment -- the common threat all three was the cpted principles have a common sense component. They're not that expensive relative to the benefits to the community proper and the larger community. And they're not that hard to implement. But what I also learned in the process is just how talented our whole city team is in working with community partners to actually implement cpted, which is the key. And the ability to work quickly and collaboratively has been very impressive. I join with commissioner Saltzman in continuing the commitment of the bureau that I lead, the Portland housing bureau, in that javier is such a big part of, that we'll do our part in the continuing implementation of this and we're grateful for the work that you've done. And thank you commissioner Fritz for your leadership. Aye.

Adams: I too want to thank commissioner Fritz for her leadership, and for the great staff team that continues to work to prevent calls for service to my bureau because people have designed in a smart way and cost effective way how to lessen their vulnerability to crime, both property crime, but also to design in a manner that Helps to ensure the safety of people against any sort of person-to-person crime. So thank you for your great work, your leadership. Aye.

Adams: Approved. We are in recess for 20 minutes.

At 2:25 p.m., Council recessed.

At 2:47 p.m., Council reconvened.

July 21, 2011

Adams: Portland city council will come back from recess. It is still thursday, july 21st, 2011. We are about to consider nonemergency ordinance which is item number 769 on the council agenda. Karla, please read the title for item 769.

Item 769.

Adams: Recommendations yielded the action before us for consideration today. This committee was diverse in many aspects and gave the Portland development commission an opportunity to reach people who do not normally come into contact with urban renewal planning and decision making. We have an amendment to the amendment. We're considering an amendment to the urban renewal district. We have a brief amendment that i'll ask the folks in front of us to detail. But the underlying amendment to the urban renewal district expands the interstate ura to include properties along martin luther king jr. Boulevard, alberta and killingsworth street, deku, the south side of lombard street and the st. Johns town center. It's important, the amendment is important because it allows the Portland development commission to continue to make investment that helps small businesses compete in today's economic climate, create jobs and redevelop properties, particularly owned -- those owned by long-standing residents. This action after nearly three years of community outreach and discussion drew nearly 1,000 people in all, and we'll get into the details with staff presentation. So we're going to dot video first? Or the amendment first?

Keith Witcosky, Portland Development Commission: We'll do the amendment first.

Adams: This is the amendment to the urban renewal area amendment. An amendment is in front of you, in front of city council. It adds e to a now therefore the council directs -- take it from there.

Witcosky: And there are copies of the language behind that post over there by the council clerk. Keith, deputy director of Portland development commission. So what we're adding is language and the genesis of this was through our briefings and conversations with city council and commissioner Fritz or myself and the executive director talked about our approach and intention as we move forward with continuing investments of interstate and expanding those areas the mayor talked about. From the conversations we really want to capture the true intent that hadn't really been captured anywhere. It's in the urban renewal plan, we thought it should be updated to 2011. With that, under the now therefore section we have added a small case letter e and it says, "over the course of implementing the amended plan and the city of Portland's economic development strategy and neighborhood economic development strategy, pdc should focus on preserving the culture of the existing neighborhoods and where possible provide opportunities for long-standing property and business owners to live, work, and invest in the area as it develops and grows."

Fritz: So moved.

Saltzman: Second.

Adams: Any additional council discussion on the proposed amendment? Karla, please call the vote on the amendment.

Saltzman: Aye.

Fritz: Thank you, mayor, this obviously is in line with the work that you and I are doing on equity, and I greatly appreciate pdc's partnership in that work. It reflects what has been the intent and what certainly has been the desire of the community, so i'm very happy to see this language added. Aye.

Fish: Aye.

Adams: I thank commissioner Fritz for this suggestion and it absolutely moves forward what has been the basis of almost every meeting in the past 3½ years. So aye. [gavel pounded] amendment approved. I'll now turn it back to mr. Witcosky.

Witcosky: We'll be taking you through a short power point and showing on the ground video of what's going on in a lot of these areas right now. Obviously a video captures it better than words in

July 21, 2011

paragraphs, and us talking. Before I begin, i've been a part of a number of different urban renewal areas, whether it's the creation, or the expansion, or the extension, or all these other things that happen with urban renewal plans at times. And with the approach on this effort was so different from anything pdc has done, that I really obviously want to thank commissioner wilhoite and morgan masterman to my left and the entire committee, but what was different about this was representative lew frederick, sue hagmeier, harold williams, and harold williams ii spent well before we formed a committee, many months doing interviews. Sue and representative frederick interviewed 46 stakeholders from february to april 2009, the williamses interviewed and contacted over 500 people, to talk about how they felt about the community, how they felt about the city and pdc and what was important in terms of what they want to see the public and pdc do going forward to build the community. And we have not taken that type of approach before basically doing so much work in a very beginning before we convened any groups. And so with that and after that this 21-member committee was formed that had representatives from the Oregon convention center urban renewal area, the interstate urban renewal area, the school district, the county, and a lot of the folks that were contacted by both the parties I talked about before that were interviewed, and they met, I think it was 10, 11 times over the course of a year and a half during what was actually a very hot summer, and I believe there were probably 50-60-70 or more people attending every meeting. And we were able to extend the tentacles in a way we hadn't done before, and that occurred because of the work with a lot of these long-standing community members and people that have had a history that help us do that. And we plan on carrying that forward and it's our commitment to you and to the community as we continue to invest in this plan going forward. So what i'll walk through is the basics of this amendment and then we can get into some discussion as well. So as the mayor talked about, it's expanding the district by 186 acres, it's bringing in areas that were on martin luther king jr. Boulevard that were previously in the Oregon convention center district, and that district can't issue debt any more after 2013, and the needs of mlk will extend well beyond 2013 that. Was brought in because this is an urban renewal area interstate that has that credit card limit of \$335 million. And it's spent about \$100 million of that. So there's a lot of resources, there's a lot of needs we feel comfortable that we can achieve the needs of the existing district as well as the expanded areas with this \$200 million. We're bringing areas along alberta, along killingsworth, dekum, north side of lombard, st. Johns, and as you'll hear today, each one of these additions came from the community. It was their request, and it was they who had interest in trying to make the community better and so it was very nice conversation, it was driven by someone other than the public sector, which we always think is very important. I've already covered this slide, but the next slide you'll see the members of the committee that I talked about as well, and again, you see folks from a residence of new columbia, members from north Portland business association, from the northeast coalition of neighborhoods, a lot of neighborhood leaders. The hispanic chamber of commerce, the african-american chamber of commerce. And you see the list in front of you. This map reflects the additions, if you look -- if you look at the map, basically the area in green is the rose quarter area. And that is staying in the Oregon convention center district. I think that's the most important part of the slide other than the different colors that represent the land added. The map on the right that's in kind of a reddish color, that's what the district will look like after the amendment is approved and takes effect. One of the other things we've done with this action is we took out a lot of right of way -- properties over the freeway, so even though we added a chunk, the bank of how much acreage is available citywide this, 15% limit that state imposed, we go from having 1581 acres to use in other areas of the city, to 1579 acres. So we're very careful and judicious about adding properties and removing properties that are not going to be needed for urban renewal and what it does, what matters about it is with the mayor's

July 21, 2011

initiatives about the neighborhood opportunity districts and trying to find ways to continue to use urban renewal in east Portland, it gives us the ability to do that. And this took three years to get this effort done, and we've already begun some of the ground work based on the state of the city speech to be able to look at how we can get some of these smaller districts formed. I won't get into that today, but I wanted to give you a preview. So in terms of next steps, the vote would occur next week. Today is just a public hearing and testimony. And then it becomes effective one month later, so August 27th. With that I'd like to take you on this virtual tour.

Audio on video: In 1993 the city of Portland expanded the area along Martin Luther King Jr. Boulevard and Alberta Street. Funding has helped revitalize these corridors for grants and loans, to businesses and redevelopment projects like Vanport Square and the Beach Tree office building. The Oregon Convention Center urban renewal area will expire in 2013, with many projects remaining along the corridor. The community advisory committee has recommended Martin Luther King Jr. Boulevard be moved from the Oregon Convention Center area into the interstate corridor area. In addition, property and business owners just outside in the urban renewal area have asked PDC about expanding the boundary to other nearby areas in need. At the north end of the corridor, the Woodlawn Triangle has seen a new wave of investment in the past few years. PDC has given a limited amount of general funds for small businesses here including storefront grant to the Firehouse restaurant, a business loan to -- and six other grants or loans. But additional opportunities and challenges. Local developers have plans for some of the vacant buildings and lots in the Woodlawn Triangle but don't have the financing to build them. Northeast Killingsworth was once the hub of the Vernon neighborhood. However today most of the buildings remain vacant or in disrepair. Several property owners have approached PDC about expanding the urban renewal area here. Three blocks south of Killingsworth is Alberta Street, storefront improvements have spruced up building and entrepreneur have redeveloped vacant land into popular businesses. But the successes are only one side of the story. The character of new development along Alberta has not always matched the demographics of the neighborhood and some long-time residents feel left out of the picture. Additionally, there's still quite a few vacant buildings along the street. Expanding urban renewal along Alberta speaks to a neighborhood desire to have more equitable opportunities. Starting at Martin Luther King Jr. Boulevard, the expansion area fills gaps and extends the urban renewal area east to Northeast 31st Avenue. Just like Alberta Street, some properties along the Martin Luther King Jr. Boulevard corridor were left out of an urban renewal area. Gaps remain and properties do not have the same access to -- business loans, storefront grants and redevelopment funds as other areas across the street. The expansion area here fills those gaps and extends westward along Knott Street. When the city of Portland adopted the interstate corridor urban renewal area in 2000, areas north of Lombard were included while areas south were not. As a result, businesses and property owners on the south side of Lombard can't access TIF funds for grants and loans for building improvements, business expansion, and redevelopment. The community advisory committee has repeatedly heard from business owners and residents that there is demand for these products. In addition to business developments, the surrounding neighborhoods have also been Hoping for streetscape improvements to make Lombard safer and more pleasant for pedestrians. It's one of the key recommendations of the St. Johns Lombard neighborhood plan. Urban renewal is often a good way to help pay for infrastructure projects like this, but it's not possible when only half of the street is eligible. West of Lombard is St. Johns. Originally a separate city until 1915, St. Johns retained its small town feel with an eclectic collection of businesses. Demands for grants and loans has been strong in St. Johns. But urban renewal is not available here. So PDC can only channel a small amount of general funds and federal funds when they are available. Many opportunities remain from empty storefronts to vacant lots.

July 21, 2011

At the east end of the town center, entire blocks are vacant. Today these vacant lots with their billboards, weeds, and abandoned buildings serve as an unfortunate gateway to the st. Johns town center. Something residents and business owners would like to change. During the community advisory committee process, Portland public schools ask that the nearby roosevelt high school be added to the expansion area. Urban renewal could help fund potential safety improvement and other public uses of this facility. All of these areas were recommended by the community Advisory committee to be included in the interstate corridor ura. The amendments before you implement these recommendations.

Adams: That was very helpful. Thanks.

Witcosky: Sure. So I think what the logical next step would be to have our invited testimony and then we can take question and things like that in the course of --

Adams: Yes.

Witcosky: Given that there's elected official here, I think it would be -- representative frederick and sue hagmeier, and then the other people.

Adams: Welcome. Representative Ms. Hagmeier, representative Fredericks, courtesies of the house.

Lew Frederickson: I haven't heard that for a few days. Thank you. Good afternoon. I'm lou frederick, I am -- with me is sue hagmeier, we're partners in northwest ideas, the firm that conducted the ideas for the north-northeast study and provided the report that's part of the record of this process. I'm pretty sure all of you received it, but if you'd like a copy of the report, I brought several along. We were asked to conduct interviews, not a survey or a poll, but interviews. We interviewed 46 people in 39 interviews and documented and summarized what we heard.

Sue Hagmeier: The keys include questions designed to trigger both interaction with information about the study and also cause hopeful discussion about the future. While we expected to hear a lot about the past and we did. We wanted to move people to focus on what it all means to our hopes for our city. Sufficient time devoted to each interview, so the interview ended with a sense that what needed to be said was said. This meant time for clarifying questions, both directions and the opportunity to call us later, which several people did. Meeting people where they were, going to homes in places of business and coffee shops and restaurants on a schedule that worked for the interviewees. Sometimes that meant getting up very early. Adjusting our schedule to the needs of business people and parents, for example. Taking extensive notes and consulting and comparing our notes after the interviews, and then finally organizing and summarizing what we learned from the interviews. You can read in the report, common themes emerged and where they did not, that fact is included in the report as well. It was important not to just do the interviews, but to tell the story of project.

Frederickson: The most productive question was the following -- imagine it's 2014, five years out from the time of the interviews, and pdc has invested heavily in north and northeast Portland for several years. In your view, the result has been very positive. As you walk, drive, or bike through the neighborhoods, what do you see? I invite you to think about the future that way as well. As you can imagine, these discussion were rich, Imaginative, and heartfelt. What our respondents described was seeing all ages out and about. And an environment in which people interact socially and commercially year-round. Where things people need are easy to reach, and where there are employment, business, and professional opportunities that lead to good family incomes. Where people feel and are safe. Where the surroundings are attractive. We also found a lot of consensus regarding how pdc and the city government should conduct itself and how it should not. Adverse imact are lasting. People who invest their time and energy in advisory committees often end up feeling used. When decisions are reversed for any reason, it appears from the outside to be part

July 21, 2011

after grand manipulation in which the earlier decision was only a diversion. It was clear our respondents view the pdc and the city government to be of a piece and they blame the entire system when things do not go well, no matter who made the decisions.

Hagmeier: Here's what the citizens we talked with are looking for from the pdc and anyone else associated with city government. Authenticity. When they give their advice they expect to see some evidence that their involvement made a difference. Respect. While we talked with people from many occupations and many level of prior involvement, a common element is that they are as civic minded as anybody and they spoke to the issues with sophistication and depth. And integrity. They expect promises to be kept.

Frederickson: They want the benefit of public investment to penetrate all parts of the local economy. They want decisions to be based on the best available evidence. They want a level playing field and they see a room for pdc in helping the guy. They are frustrated, actually not really jaded by public involvement models that have been overused and the view of many in the community, produce inaccurate or invalid pictures of public opinion. The advisory process represented the best practice suggested by what we glean from these interviews. It provided time for diverse stakeholders to process complex information. And even more important to understand each other. Authentic communication at its best is a negotiation process in which people come to understand each other over time. Public meetings rarely achieve that level of interaction and this process actually did. We cannot overstate how much more meaningful this consensus is as compared to a one off meeting with forced time lines and limited topics.

Hagmeier: We also had an opportunity since this report to do another one in which we analyze the urban league state of black Oregon report and current pdc program and budget to produce policy recommendations that align the two. The important thing we took out of that project is that while urban renewal is focus on improving the physical environment, the purpose is to help people. Most importantly to help those people who have borne the burdens of deficiencies in the physical environment not to clean it up and improve it for someone else. The report talks about cumulative causation. We have to recognize prosperity is cumulative. Many of the businesses that dominate certain fields in our community got their start in the very different competitive environment from what we see today. One in which the ladder of growth and capacity building was wide open ahead of them. Minority businesses are not looking to leap to the top of that ladder, but they want access to the rungs and the opportunity to climb.

Frederickson: The economic needs are often described with one word -- jobs. But jobs does not describe an economy. We need business and professional opportunities that increase capacity and economic activity at the neighborhood level. That is how we increase employment and the quality of employment. I've got to tell you the problem is we could talk for a long time about these reports. We'll stop now. If you have questions, we can answer -- try to answer those. We can clear off for the next presenters. But one of the things we got a chance to do was talk with people. Individually, at length, and what they got a chance to do in the committee meetings and in the process, in the things you saw in terms of the video, they got a chance to talk with each other individually and at length. It made a huge difference. And so we got a really good process and we got a lot of good product out of this particular effort. So I feel really good to be part of it. Thank you.

Adams: Thank you for being part of a new approach and an innovative approach to help start a process that began with a lot of listening. I think that was -- I think we'll do this again. We have five folks invited. Mr. Roy jay the african-american chamber of commerce. Mr. Harold williams senior, and Harold williams ii will be in the next. Oh, you're a team? Ok. Clinton, you'll be in the next round. Welcome.

July 21, 2011

Roy Jay: Twice in two days.

Adams: We are blessed.

Jay: I could get used to this. No, not really. Mayor, commissioners, thank you for this time. I just came in to support what you've already heard, I was one of the people that soot this advisory committee along with a lot of other business people, colleagues, consultants, for months and months and months in the evening. It was a long task, it was very educational, not everybody got what they wanted, but we knew we Had to move forward for the betterment of the entire neighborhood and the communities, one of the things I think we constantly stressed from my standpoint is making sure we do not forget about the residents that have been there the longest and they need to benefit the growth and urban renewal and new businesses and things of that nature. We've had people that have been there since the 30s and '40s, and it's their time to also be able to flourish. It was a pleasure to sit on the committee. I hope that you don't have anybody coming to really oppose this. This is about the growth of our city. And this is what we're about and you've had great consultants, and I'm just pleased to have been a part of this even though it kept us into the many long, long hours of the night, but -- so thank you for your time.

Adams: Thank you for your service, Mr. Williams.

Harold Williams: Mayor Adams, commissioners, my name is harold williams, my son harold williams ii, we're with CH2A and associates. We had the honor of interviewing nearly 500 people, over 500 in 80 face-to-face interviews. In the process, what we found is that people really want to be part of the main stream, particularly people of color. Let me give you a feel of something that just happened recently. The miracles club, it was really a miracle. People look at it as something that this city did in a positive way. Because it is inclusive of african-americans, those who are disenfranchised. And now a real building, not a shack, a real building that gives humanity to people who have been disenfranchised. This is what pdc has been doing over the last six years, bringing those who have been disenfranchised back into the mainstream. One of the things of many that we have to do with educate people to the process. You have to know how to function. When we talk about gentrification, we had to go in and have some hard knock conversations with folks. If you don't own the land, it is not gentrification. But if you own the land, and don't have an opportunity to expand, then it is gentrification. And make that distinction, because you've lived there and didn't own it, you don't have any say-so. And the issue, that seems hard knocks, but we have to be realistic and where we're trying to go, and those senior citizens who have been there 50 years plus, and now i'm one of them, I can tell you that there's a lot of changes. I remember when williams avenue and russell looked like -- now it's vacant lots controlled by emanuel hospital. We're saying why can't the economic development go into that area, bring new houses and new businesses? What commissioner wilhoite of The Portland development commission orchestrated was getting those people the voice. Many citizens who were losing their property because they couldn't get their porch fixed, they couldn't get their roof fixed, now pdc with housing -- it's moving in a positive direction to make sure they're inclusive. In that process, you have people who feel that they have a trust account and those who are in control of the trust account is pdc and you. You are the brain trust, the heart and dreams of people who have been left out. We want you to pass this issue so we can bring everybody back in. Many people who are in their 80s are believing before they go into the other land, that things will happen for their children and grandchildren. What you showed just the last week that a miracle can happen, now a broader miracle will happen with you allowing this to pass. In that process, no one will be left out. And the issue here is one of the whitest cities in america, can send a real message to the world. We might be white, but we understand the unification of all people. See what we've done. And nobody else is doing the kinds of things we're proposing today. If you pass this, we'll step ahead of everybody in this country.

July 21, 2011

We have roy, jay, me, harold, we're little bitty people and we Come really hard and fast to the issue. I'm very serious. I'm 68 years old. I don't have any time to waste. And when I bring my heart and soul to you, and say that the people are serious, we don't want crumbs, kibbles, and bits anymore, and that's what's been given to us in the past. We want a real piece of the pie. And what you did in the study was show that we can be a part of it, we thank you, mayor Adams, we thank you, commissioners, and again, all of you, please understand that you are the heartbeat of the future. If you don't push it, it won't happen. If you wait, it won't happen. The people like me can sit on the sidelines and know that good things can happen. Thank you very much.

Adams: Mr. Williams senior, thank you. Thank you not only for your work on this issue, but your work with Portland community college foundation, and a whole variety of other efforts in the north-northeast area and citywide. We're grateful.

Harold Williams II: Commissioners, mayor, my name is harold williams ii, and basically i'm just here to say the time is now, people are ready to get this thing going, if this is the thing that gets us back in the right direction and gets everything back on track, let's get it done. Thank you.

Adams: Mr. Clinton doxsee, st. Johns neighborhood association, ms. Adrienne livingston, mr. John f. Clone, Hispanic metropolitan chamber of commerce. Welcome.

Clinton J. Doxsee: I just submitted a letter as part of my testimony as well, and i'll go ahead and read it for you, mayor, and commissioners as well. I'd like to thank you for having me here. The letter that i've submitted is in support of the interstate corridor urban renewal area into the st. Johns neighborhood. Our community outlined its vision for development and the st. Johns lombard plan in 2004 and this plan is still being supported by the community, even though many of the envisioned improvements are unfunded and unfulfilled currently. We specifically welcome pdc's expertise and urban renewal funding to help with certain things including gateway, streetscape features, improvements to traffic flow and pedestrian safety. Development of key commercial opportunity sites and support to our existing businesses to improve and expand. The st. Johns commercial district is in need of improvements. We are on the brink of reaching a critical mass of activity to make our main street a destination. The strategic use of urban renewal resources and a few catalytic improvements could push the market in st. Johns and encourage private sector development. Recent efforts in our community are helping this development unprecedented in relationships with -- between community residents and business and property owners to push and achieve a shared vision of st. Johns. The st. Johns neighborhood association, friends of cathedral park neighborhood association, st. Johns business boosters, and north Portland business association are all committed to working together to realize these improvements. However, we need the public sector investment that urban renewal brings to help us achieve these goals. We're enthusiastic about the opportunity to work with pdc on key components of the neighborhood economic development strategy. Particularly those that improve equity and opportunity for the fundamental diversity of peninsula residents and business owners. We are aware that even an expanded urban renewal area will have limited resources to bring to the communities in north and northeast Portland, but we look forward to working with our neighbors across the area to prioritize projects that will improve the community and the business opportunities for everyone. We're confident that the st. Johns participation in the ura will lead to more complete mix of community scale businesses, and support the economic vitality of the multiple commercial centers currently in the urban renewal area. Thank you.

Adams: Thank you, sir. Appreciate your service. Hi, welcome.

Adrienne Livingston: welcome. Mayor Adams, commissioners, thank you for vick me. Adrian livingston with the black united fund of Oregon. I represent a business on northeast alberta. We've been there since 1999, before then we were in a house on 18th and killingsworth. So we've seen

July 21, 2011

the community change. I'm from the community, I was raised on 15th off Killingsworth so I know the community. I have to say we represent an organization that has 6,000 square feet of space to renovate. To renovate to actually help bring other nonprofits on Alberta that can't afford the market rate on Alberta. We -- in the space we are in, about 3,000-square-foot we've rented space to Alberta Main Street, to microenterprise services of Oregon and Josiah Hill Clinton it's. We really are left out of the current renewal area, so we can't even participate in the the programs that are there. What we have is an opportunity to create space to bring others on Alberta that would not otherwise be able to be there and be able to participate and have the community have change. I really, we as the board envision a strong Black United Fund of Oregon and a strong ethnic presence on Alberta in 28th. The last Alberta, the last Thursdays on Alberta, that doesn't necessarily represent the community that is there. I see it. Again, we've been there since 1999 when it even first began, so we've seen the transition. We want to be a part of that transition. We want to be a part and feel a part of the community so I would ask that you support what the community both individuals, businesses, nonprofits, are asking you to support in this rural area. We would be up to them participate in the programs that PDC has to offer. You're speaking and I'm speaking as an entity that would directly benefit from these services.

Adams: Thank you.

Fritz: Just to clarify, the Black United Funds property, it's not included in the current, that's one of the reasons for having Alberta and even though the Northwest Idea said many people thought it didn't need it, but --

Livingston: Yes. Correct.

Fritz: Thank you very much.

John Colon: My name is John, the development coordinator for the Hispanic Chamber. Our testimony is in support of the expansion. We're extremely excited about the process that PDC conducted for quite some time, as Roy mentioned. But it was very inclusive, it was multigenerational, it was respectful, PDC staff was able to respond in a timely and in an efficient way. And I think we left there knowing that something was going to happen and that something will happen. Our testimony today reflects nine years of working in the Community around urban renewal districts without having any tools to support Latino business these were outside that. Across the street from the United Black United Fund is La Bonita, a business that's well known in town and we've worked with that, we actually lend money from our fund to do storefront improvement that only got paint because that's as much as we could get them. And we have many businesses like that, St. Johns is another area where we've worked for many years and we've not been able to get the same resources we have been able to get to Latino-owned businesses on Vanport Square, for example. So we're very excited about the expansion, but we're also very excited about the process that was used to make that determination. We're also super excited that you actually landed three Main Street projects in those expansion areas. So you actually have city money providing direct technical assistance, something that has never happened in the city. And if this is passed as it is. You're going to have a bigger impact with Catalyst, outside city employees working on those neighborhoods at the neighborhood level. Thank you.

Adams: Thank you sir.

Saltzman: I wanted to also take this opportunity to thank Adrienne Livingston for her service on the Children's Levy Allocation Committee. She is appointed by the county, she represents the citizens of Multnomah Counsel disenfranchised and does a great job.

Livingston: Thank you, commissioner.

Adams: Thank you all very much. How many people have signed up? We have 12 people signed up.

July 21, 2011

Adams: We'd ask that you limit your testimony to two minutes. If you prepared for three, we'll give you three, but we also have a time certain in 20 minutes.

Michael Zokoych: My name is Michael Zokoych, i've been a Portland area businessman for 35 years. And i've been on the ceic as a director for three years and i'm on the apnba for five years. I also am a real estate broker in the north-northeast area. And I just wanted today -- my testimony today is not to throw water on the north-northeast expansion, but to bring to your attention the need for an expansion of these microuban renewal areas into the cully area. And cully is a particularly blighted the area and really needs some attention, and if there's any way that we can draw some attention to the cully area and get it included into these studies and as a satellite type microexpansion area, we would sure like to you look at this and help us with that type of an expansion.

Adams: Thank you very much. It actually is one of those that is eligible and one that I will be proposing to the city council, in addition to that we're also looking at fixing some of the zoning issues as well. So your comments are spot on. Sir.

Steven Yett: Good afternoon. My name is steven yett. And as a citizen of one of the newer acquisitions on the east side, I would like to give the mayor kudos for embarking on the budget mapping program. I think this is a bold and brave move on your part. Bold because it's never been done in my recollection, and brave because I know the findings are not going to sit well with everyone in the power centers of Portland. But I believe that overall this will be a real good planning tool for city of Portland. The overall health of the city is the overall health of its neighborhoods. And here's where the city can play a very important part. I'm not talking about the sweeping strategic investments. What i'm talking about is smaller tactical investments made by transportation, urban renewal, and the pdc. These smaller investments can be a real seed to bring in other private investment money into an area which needs some elevation. And I would hope that the city continues with this budget planning and I think it's going to be something that's something to look back on and say, that was a great move. Thank you for listening.

Adams: Thank you, mr. Yett. Appreciate it. Sir.

Jason Barnstead-Long: Good afternoon mayor Adams and city council members. Over the past last five years I was employed with the native youth and family center as a community planning specialist and also involved with continuing to be involved with a Number of other geographically and non-geographically based community organizations in Portland. During that time I saw and heard detail of the immense need of increased investment by the city of Portland and low-income and blighted areas throughout east and outer northeast Portland. While I give kudos to the city for some of the results from the interstate corridor ura and other community redevelopment efforts, a greater percentage of these investments need to be and continue to be in these east and outer northeast Portland fringe areas. Especially as growing numbers of low-income minority families have been and continue to be as you know dislocated into these areas by earlier well meaning yet still gentry identifying inner city attempts at redevelopment. The city of Portland needs to take a metered step up in supporting retention focused development in the east and outer northeast areas. With the comparatively great percentage of deficiency of sidewalks and paved streets in the outer northeast areas, the need and desire for significantly more local employment opportunities and community services in these locations and the city's strive for equity and equitable development there's much that we and can should do together. Through partnering with collaboratives like the alliance who are working for community engagement and community driven economic development, Portland can make that major step. Organizations are respected and trusted by their communities. They can leverage valuable experience, resource and leaderships, and they are committed to triple bottom line economic development. With increased and continued

July 21, 2011

involvement, in historically underinvested areas, the city has a great chance to come even closer to becoming the truly equitable city and community it strives to be. Again, thank you for many of the results from the interstate corridor urban renewal area, and other redevelopment efforts. And thank you for working to correct issues that have come up during these efforts. But please remember to distribute your efforts throughout our city equitably, and in all the locations to listen to the in those communities and direct your efforts to their needs. The results will be better for all of us. Thank you for your time and your efforts.

Adams: Thank you, sir. Thank you all very much. Appreciate it.

Adams: Ms. Miller, would you like to begin?

Anne Miller: Thank you, mayor. This is my inaugural visit to city hall, first time ever.

Adams: Welcome.

Miller: Thank you. I'm glad to be here.

Adams: You don't always get music in the background.

Miller: Ok. Well, I believe i'm a little bit -- I think my information is a little off, so i'd like clarification. And my show and tell was a Picture, my 21,000 friends, if you would like to see that. I'd like to know how the coliseum section is affected by this or not. Ok. So I just like to say thank you and I appreciate everything everyone is going through for interviews, finally it sounds like someone is listening to you. I've been through these types of things before, and my family has dedicated over 50 years of commitment to doing business in Portland. And we're just grateful that the coliseum is there, it's our favorite building, favorite place to go. And my mother's 90, she said today that's her favorite event to go to, is something at the coliseum. So I would just like to say thank you, and how can I get better connected to different events here.

Adams: We're really glad you're here and that you've taken the time for you and your mom, the council for the first time since the question was put on the table after the construction of the rose garden arena, this council affirmatively voted to keep the coliseum and to make the -- to consider making the necessary changes for its upgrade. But that's a separate issue, unrelated from today's actions.

Miller: Thank you. I had been told it had been moved over .

Adams: We've got your information, we'll make sure you stay informed.

Miller: Thank you very much.

Fritz: If you'd like to stop by my office, they would happily connect you with some of those.

Curt Schneider: Mayor, members of council, thank you for this opportunity to speak. I'm curt schneider, this time appearing as the president of st. Johns boosters. Thank you. And two things, quickly. Amend this, we -- it's been 2½ years since some members of our community asked pdc to come and make presentations. And we thank pdc for recommending this amendment. The second point is a major part of the st. Johns lombard plan is mixed use. And it is my understanding that when you created the bureau of housing that you put -- there's a concern on my part and our part that commercial and housing are separated in a mixed use development in terms of who administers both. Somehow we'd like it where those are in one process, or somehow you pass a rule so that you don't have two groups going at one another. Not that they will, but make the process smoother. I hope I made myself clear.

Adams: What I hear you saying is that now that we have a separate bureau for housing and a separate bureau for economic development and business assistance, you want to make sure they work together in an integrated fashion to the benefit of the neighborhood.

Schneider: Couldn't have said it better. I wish would you had said that instead of me. Thank you.

Adams: You have our commitment to do that, and I will see you a week from sunday for the de-pavement work on the school site.

July 21, 2011

Schneider: Great. I'll see you there at 9:00 a.m.

Adams: Well, somewhere around 9ish.

Schneider: I can be there until 10:00 or so. Thank you.

Adams: Thanks.

Richard Ellmyer: My name is richard Ellmyer. On June 23rd three concerned north Portland business owners, including the chair of the north Portland business association, toured a building that has been vacant for five years at 7825 north Lombard. Pdc and all three economic development staffers in the mayor's office were invited to explore the economic development potential of this 21,000-square-foot building. Neither pdc nor the mayor's staff appeared at the tour, nor did they have the courtesy to respond. There is a considerable disconnect between a proposal to extend the urban renewal area into St. Johns and the refusal of pdc and the city's economic development to be involved in a legitimate economic development project in St. Johns. As the elected officials that supervised these staff persons, would you please explain to those of us who gave our unpaid time to improve the economic development conditions in our neighborhood why your paid staffs have ignored our requests for help and how you intend to correct this display of disrespect for north Portland citizen economic development efforts. Pdc arbitrarily discriminates against low-carbon footprint home businesses, like mine, for solar voltaic grants. Apparently the energy savings from a \$100 electric bill reduction doesn't count the same to pge as \$100 electric bill reduction on a non-home business solar voltaic installation. I asked the pdc to tell me where and how much of the money was invested in the Portsmouth neighborhood, including Columbia Villa and how much of an increase in Portsmouth property values can be attributed directly to that investment. They refused.

It is my speculative contention that the \$7 million or so that was spent in the Portsmouth neighborhood does not now nor will it in the future nor was it ever intended to meet the stated public goals of urban renewal payback. My speculation now raises to the level of unchallenged fact. Most, if not all, of pdc money in the Portsmouth neighborhood was spent building Oregon's largest public housing compound which requires four full-time uniformed armed Portland police officers to keep the peace. This is a failed attempt at social engineering, not economic development. A request from me to stop further pdc funds for more public housing in the Portsmouth neighborhood was ignored by pdc and the city council. The discredited and abhorrent city policy of unlimited Neighborhood concentration of public housing works against the goals of urban renewal for businesses and economic development that is supposed to pay for itself in Portsmouth and St. Johns. Thank you.

Adams: Thank you for your testimony. How many more do we have?

Moore-Love: Seven more.

Adams: Good morning. Or, sorry, good afternoon. Would you like to begin?

Katie Booker: Yes. Thank you for allowing us to speak today. First of all, I was raised in that area, but all over Portland, for over close to 60 years, and on -- I've seen quite a few changes. And some very positive. Some not so positive. One of the things that I've noticed, and mainly my focus is on Alberta Street, one of the main focuses is that I see so many -- quite a few vacant lots, so many different things that are happening, yet there should be some consistency and some value, more value placed on that. It's an exciting street and I seek things that are growing and things that are lending itself to developing and so forth. As far as diversity is concerned, one of the things that I have seen a change and some people call it gentrification, but what I call it is that we're in property says of change. But we want to keep that change diverse. And instead of having just one, for example, just white Americans, black, white, Chinese, whatever. And also keeping things green. I remember when things were very organized and very green. So if we could keep that, and also the artist and that creativity. So I know that that can happen, and I'm looking forward to seeing that

July 21, 2011

happen for my children and my grandchildren. And basically just to keep the value going and to keep that extending, and expanding, and developing and progressing. Thank you.

Adams: Thank you, ms. Booker. Mr. Booker.

Nathaniel Booker: Hello. First of all, i'd like to say hello to and thank mr. Green from pdc, roy jay, lou frederick, quite a few faces I do recognize within the last year i've come in contact with. I'm the owner of nolan stickers on 17th and alberta, and i'm also part of the albert and main street organizational commission. And what I would like to do, I would like to work with the pdc in improving the area equally. I've learned a lot since i've been here working within the business area in alberta. My grandfather had a business on alberta since 1982. And I would like for him to see some changes and improvement where it's all inclusive. Other than that, thank you for having me speak.

Adams: Thank you, mr. Booker. Appreciate your testimony. Sir.

Chris Lopez: Good afternoon mayor, commissioners. My name is chris lopez, i'm the President of the board of directors of northeast coalition of neighborhoods. And i'm here to deliver a statement on behalf of our community economic development council, which is attracting the issue.

The northeast coalition of neighborhoods is dedicated to highly inclusive civic engagement in its 12 neighborhoods in inner and inner northeast Portland. We have carefully followed and contributed to last year's deliberation about the potential expansion of the urban renewal boundaries and we sponsored a number of community forums on the expansion and related issues. During the forums and other community conversations about I can rah, and possibly expansion, we heard a wide variety of viewpoints. Some community members believe it should concentrate on meeting its original goals, before expanding. Others would like to see expansion no more neighborhoods to see increased investment in the areas. However, there are several clear points that emerge from our information gathering efforts. We respectfully submit these to be included in the final decision making on the boundaries. First of all, the urban renewal areas and the associated dollars should be used for projects that will provide clear benefits to community members. There is a common feeling the first decade did not provide enough benefits to existing Community members. And in fact contributed to the displacement of some of the very residents that it was originally intended to assist. Community priorities including benefits to long-time residents, affordable housing and creation of jobs, accessible neighborhood residents, benefits should be for and supported by the local community. Community priorities must be part of the criteria for choosing projects. And lastly more clearly quantifiable goal and assessment data is critical to measuring the successes and shortfalls of an urban renewal area. We continue to recommend a comprehensive approach and analysis to better understand what has been accomplish and what lessons we can learn and what can be improved in this next phase of the ura. Importantly, all the data must be easily accessible and understandable to all community members. Thank you very much.

Adams: Thank you, mr. President. Appreciate it. Hi. Would you like to begin?

Steven Gilliam: I'm a community activist. I represent myself with these comments. I hear a lot of talk about righting the wrongs of the past, inclusion rather than exclusion, equality, with the expansion of the interstate renewal area. And I understand the appeal of these arguments.

Residents of this area have been underserved. They feel like they have missed out on investment dollars and they would like their piece of the pie. But I think we have to realize that members of the community that are in this room, for the large part, are still part of the elite. They are not the under served, they are members of the underserved community but we are elite if we are business owners or property owners, if we have an interest in renovating our property. You take, as the pdc,

July 21, 2011

hundreds of millions of dollars over decades away from education, health and public safety that's going to protect all residents, and with the help of 5 people you appoint, who are usually members of the construction or real estate industry decide how the dollars will be spent. That extra layer of bureaucracy takes the people out of the say and where their money goes. And as it was created in 1958, the Portland development commission has built a lot of things but done a lot of wrong and whether you have good intentions, whether you're I go enforcement or complicit in this, the pdc and urban renewal and tax increment financing is a tool of the elite to suppress the people and redirect their dollars and northeast Portland is an example and it will continue to happen as long as we have this.

Adams: Thank you Mr. Gilliam. Sir.

Dr. Thomas J. Wright: Good afternoon, mayor Adams and commissioners. I'm dr. Thomas wright. The president of the Portland internal business district. In northeast Portland, north prescott, south to i84 and east to 82nd. I've lived in this area for the last 38 years as well. I'm here to ask that you consider inclusion in the urban renewal boundaries, an extension of the area to include my business district. My business district actually includes a variety of people, various ethnic backgrounds doing various types of businesses and I would hate to see my business district in a continual decline. That can happen without some input. So any questions?

Adams: Well, thank you Dr. Wright for your testimony. Appreciate it. Ma'am?

Tamara DeRidder: Hi, i'm the co-chair for rose city neighborhood land use and transportation committee and I wanted to thank you very much for working on this project with pdc and implementing a very important resource, which is tax increment financing for the city. Pdc has done excellent work, there has been some flaws. And what I am asking today is for you to consider equity. We have a commission or a office of equity and the concern I have is that was to start up this month and without using the -- stepping back and using the lens of equity on how urban renewal districts are applied throughout the city, then the question is are we using our -- our wonderful funding mechanism in the best places for the best bang for our buck? You know, we have a beautiful process, undergone for the last several years, and what you have proposed to you is well thought out and excellent work by the community and I have no fault with that. My only concern as a neighborhood representative and as submitted by cnn and our rose city park neighborhood is how -- how do you weigh the metrics when you have cully, which has a huge need. We have new census data that shows the need in outer east Portland and in cully, and how can we continue to just invest in the downtown area? I ask and beg of you to use this instrument to look beyond and look at the regional centers and look at our needs in our communities to help feed that with investment through this mechanism as well. Thank you.

Adams: Thank you very much, thank you all for your testimony. Appreciate it.

Adams: Hi Mr. Karwaki.

Tom Karwaki: My name is tom karwaki and here for the neighborhood park organization and the new business district that's forming and we're in favor of the expansion as was the advisory committee. The one concern that people have in the new areas is being involved in the advisory committees because pdc has stopped all new entrants to people to join the advisory committees, so there's a little bit of a concern how the new areas will be involved in the decision making and in the advisory committee process.

Adams: Just to clarify on that. I think the pdc commission wants to make sure that they have a uniform process --

Karwaki: I understand.

July 21, 2011

Adams: -- for taking applications and making sure there's diversity in who is on the committee and the balance of having folks with a long-time view and fresh folks coming up as well. I've been reassured that's just temporary. Sir?

Salomon Ibe: My name is salomon Ibe. A long time community member. And I just got a message on facebook about this going on and I -- it struck a chord with me because it had urban renewal in the title and that's something that's been on my mind recently and i've been talking to people about my feel being it and I figured this would be another -- time do that. So I know, you know, a decade ago when I was in my teens, I was supporting urban renewal and going to meetings and seeing a lot of people excited about urban renewal in my neighborhood. You know, when I was living on killingsworth. But over the past years, you see a lot of things maybe didn't turn out the way people expected and I think what happened is that when you hear urban renewal, is sounds really good, for one, renewal, you think things -- renewal, things being repaired and a recognition that something has been neglected and we need to refurnish refurbish it and move it into the future and then there's the word "urban" and when you think of urban you think urban art and culture and municipal code u music and hip-hop and break dancing and graffiti and a lot of times people of color. And a lot of times those people will be black people and when a lot of black people hear urban they think of themselves also and in the process of urban renewal, that language gets separated and people end up being left out. And feel left out for a good reason. So I would just like to say that in the process of renewal, I feel like it would be only best served to apply that policy of renewal to all aspects of the endeavor. So that in the midst of renewal in the neighborhood, we could also seek to renew parts of the neighborhood that's been at one time rejected and excluded to another time being marginalized and now gentrified or whatever. And that's about it.

Adams: Thank you, sir. Thank you for taking the time to come and testify. All right.

Fritz: Mayor, I have one question for Mr. Witcosky.

Adams: Mr. Witcosky. You're keeping commissioner Fritz waiting.

Fritz: Thank you. I greatly appreciate everyone being here and the wonderful testimony. I've had written testimony from those in the original ura concern that some of the projects planned to get done will not get done because of this expansion and I wondered in 30 seconds or less, is there a lit of projects that won't get done in the old area because we're expanding in the new.

Witcosky: There was a list by the urban renewal advisory committee and we prioritized that and got \$45 million to invest in that over the next five years. There's been projects that have been delayed in large part because of -- I won't get into this deeply, because park things and if we get the resources restored, looking at investing in those again. But I think there's definitely adequate money to take care of existing priorities and priorities beyond the boundaries.

Fritz: Thank you.

Adams: Karla, please call the -- no. Unless there's any other business on this matter, moves to a second reading next week. [gavel pounded] we'll have a five-minute -- it's 3:55 -- a five-minute break. If you're not here for the next agenda item, please make your way out of the council chambers because we have standing room only. Thank you. Lisa libby, are you here? [recess]

Lisa Libby: Right behind you.

At 3:55 p.m., Council recessed.

At 4:01 p.m., Council reconvened.

Item 770.

July 21, 2011

Adams: Joseph -- there we go. We're back from recess as soon as we get a quorum, which hopefully will happen very shortly. Oh, so the -- how many of you have been in city council chambers before? If you have, raise your hand. Ok. Sorry, I think that's too much effort for you all. This is the city council chambers, they are your chambers and they're intended to have a few very modest items of protocol to make sure that everyone feels very comfortable expressing their authentic views on any issue. There's no clapping, no hooting or hollering or no signs allowed. If you like something, do this. If you don't, do that. But we try to keep a level playing field around these issues. When you say your name, if you signed up and only 12 people have signed up, which we appreciate, since this issue has been going on in a number of venues for four years, I think it's pretty well vetted. So we'd ask that you say your name if you're lobbying on behalf of an organization, under local law, you're required to disclose who you're lobbying for. Otherwise, we just want your name. We do not want your address or your phone number, just your name. We'll be going in the order of that folks signed up. After we hear a presentation on the matter from bureau staff, so if you would please come forward and I'll have Karla read the title and then we're ordinance to have some elected officials, folks that have been leading on this and other issues related to sustainability. And then the overview will be provided by bureau director, Susan Anderson and she's assisted by the director of sustainability, Michael Armstrong. Please begin.

Moore-Love: Should we read the title, or get commissioner Leonard on the phone first?

Adams: I -- let's see. Oh, please get commissioner Leonard on the phone. He'll be considering the matter via telephone.

Moore-Love: Commissioner Leonard, are you there?

Leonard: I'm here.

Adams: Welcome, commissioner Leonard.

Leonard: Thank you. Unless there are objections he'll participate via phone.

Susan Anderson, Director, Bureau of Planning and Sustainability: Good afternoon, mayor and council. Susan Anderson, the director of planning and sustainability. With this ordinance, Portland joins cities and nations around the globe to promote the use of reusable bags and significantly reduce the 1.7 billion single-use plastic bags used every year in Oregon and that litter our landscapes and rivers and oceans. For many years, I've been here bringing to council to you and your predecessors a variety of sustainability initiatives to consider. From waste reduction and recycling to job creation and energy efficiency programs through all of these efforts and policy, we have shown that Portland has a track record of taking action. And we continue to be a national leader. Policies like these here on the list, and many others have gone far to protect the quality of our air, water and land and minimize the human impacts on local and worldwide ecosystems. Last year, 2010, you adopted resolution 36804 and in that resolution, you acknowledged that members of the Oregon state legislature planned to stake efforts in 2011 to regulate single-use plastic shopping bags. But that did not happen. As the mayor said in the past, he said that we would act if they didn't. We have been actively working on this issue for many years, doing research into what others are doing and we have a policy that's business-friendly and helps business transition away from offering single-use plastic checkout bags. It's important to note, 2010, a poll was done that showed that two-thirds of Portlanders surveyed supported a ban on plastic checkout bags. Promoting the use of single-use bags fits with a plan adopted five years ago. Two of the goals are to reuse total waste of both recycling and waste, by 10% and increase recycling by 75% by 2015. But this effort is not first and foremost about reducing waste and not about recycling and it's not about the landfill. Plastic pollution kills wildlife mistakes it for food and becomes entangled in it. Plastic bags like these in the pictures are designed to be used really only for minutes, yet can last hundreds of years in the ocean. We know whales and dolphins and birds and turtles and 200 other

July 21, 2011

species of animals are impacted and die from plastic bags. The watershed plan, protects and improves surface and groundwater. Plastic bags account for more than 10% of the debris washed up on our coasts and break down into smaller and smaller pieces and ingested by animals and though they keep getting smaller and smaller, they never really disappear. And plastic bag recycling is a big problem. They can't be placed in the big blue roll cart and can't be recycled with everything else. They jam the recycling machinery and cost as much as \$60,000 a month in Portland. Those are people in the orange, down in the machine pulling out the plastic film by hand.

Far west fibers, which handles a significant amount of recycles from the Portland metro region, estimates 25% of their costs result from shutting down the machinery and manually removing the plastic bags. And it's a primary reason for job-related injuries and that the bags contaminate their recyclables and when they're putting together the paper and putting them into bale, and it reduces the market value of those materials and they make less money. In addition to the cost to the recycling industry, plastic shopping bags have a cost. 500 millions of oil are used for bag production annually in the u.s. And the department of environmental quality estimates much less than 10% of plastic bags are cycle recycled. It only makes sense for large commercial volumes like the slink wrap used in big warehouses. Most go to the landfill and or blow in the wind and washing into the rivers and streams. As you know, this ban on bags didn't just pop up today. It's result of diligent research and study over several years and thoughtful discussions that started three or four years ago with individual businesses and civic groups and neighborhood organizations and other stakeholders. This ordinance doesn't start tomorrow; it gives companies enough time to prepare. With three months to use up their existing supplies of bags or transfer bags to stores outside of Portland. And if there's a hardship, a short time extension can be granted. We're not the first city to do this. This is important. Cities and counties and nations have banned or discouraged them for several years. In Ireland, a 90% decrease in use. China has banned plastic bag use since 2008 and San Francisco became the first American city to ban the bag in 2007. Since then, more than a dozen other cities in the u.s., from California to Hawaii, to Colorado, Connecticut, even Texas, and other places have local bag ordinances. So promoting reusable bags and significantly cutting the use of plastic shopping bags are an important step for a cleaner environment. In Oregon, we use on average, 440 bags per person per year. 1.7 billion bags and it's time to do our part and eventually that will lead the state to similar action. Thank you.

Adams: Karla, read the title and then we'll ask our attorney, Ben Walters to go through the modest amendment.

Adams: Mr. Walters.

Ben Walters, City Attorney's Office: Karla has a handout for -- to allow you to follow along. In the meantime -- so on the ordinance itself --

Adams: We have it.

Walters: You have it? It's handed out. Ben Walters, chief deputy city attorney with the city attorney's office. On recital seven, on page 2, the fifth line down, starting with single-use plastic, the word "checkout" is being stricken. It reads single-use plastic bags. It's a clarification. And then I'm going to -- single-use plastic bags. And I'm going to flip to the back. The code amendment. 041a. The published ordinance had the word "recyclable paper bags. That should be recycled paper bags, a scrivener error. Recycled paper bags is a defined term, recyclable is not. 17103050c, in reviewing that, the auditor's office asked for a point of clarification there in the last line. It provides that a violator who has received a notice may seek a hearing from the code hearings officer within 30 days of receipt of the notice and that could possibly create uncertainty so they asked that be changed from the mailing of the notice, which is a more easily identifiable event. And then in the definitions section, which is on the first page of exhibit a, 17103101c, the

July 21, 2011

definition of recycled paper bag, the definition as distributed was contains a minimum of 40% post-consumer recycled content and we ask that that be changed to contains an average 40% recycled content with the bureau director to engage in rule-making to provide more -- to flesh that out.

Adams: So I move the amendments.

Fritz: Second.

Adams: Moved and seconded. Karla, please call the vote on the amendments. That will serve as the basis of testimony.

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

Fritz: Thank you for working carefully through this. Aye.

Fish: Aye.

Adams: Aye. [gavel pounded] thank you, automatic. Now, senator mark hass could not be here but we're lucky to have senator rosenbaum and dingfelder and representative cannon. Senator rosenbaum, I want to thank for your leadership to make sure that Oregon had a successful legislative session and your leadership and sponsorship of city's bills made a key difference in the city's agenda. And senator dingfelder, thank for your leadership on the trails immunity legislation. You've made folks who have worked hard on establishing natural trails throughout the city, happy.

And it's going to serve as a catalyst for expanding those. And representative cannon, congratulations on being the lead co-sponsor of the residential speed limit bill. The number two, or three most complained about issue in Oregon. The speed of traffic. It will save lives. Thank you.

Senator Diane Rosenbaum: Thank you very much, for the record, i'm diane rosenbaum. As you said, state senate majority leader and also a senator representing district 21. Southeast and northeast Portland and milwaukie and clackamas county and i'm pleased to join you today in support of the ordinance you're considering. In my file in front me is a letter I cosigned with my colleagues that we would work hard to pass a statewide law prohibits single-use plastic bags in Oregon and the letter is stated a year ago tomorrow. So I can tell you that we worked very, very hard and I wish that we were here to tell you that we had been successful. Our state bill assistance senate bill 536, received hearings and great testimony and we weren't able to get there and Portlanders and Oregonians cannot afford and shouldn't be asked to wait for another day or hearing or another legislative session. In fact, I would suggest today that the best way to get single-use plastic bags out of Oregon is for Portland to take the lead and pass this ordinance today. And in doing so, I think we'll create the very necessary first step to a statewide law, which I think everybody who is sensible on the topic agrees there's a need. And a statewide solution is the ultimate solution. Clearly, you've heard from your own staff that there's a big problem and I don't think that's even debatable anymore. The problem is litter. The problem is jeopardy to our appreciation ocean beaches, marine life and ultimately, jeopardizes our ability to have effect I have recycling. As you heard, plastic bags gum up the works and cause hundreds of thousands of dollars to our effect I have recycling program and i'm here to urge you to move this forward. I know we'll not be the first city to do this. San francisco, los angeles county. The city of bellingham, Washington, took the step, but I think it's in keeping with what my constituents and Portlanders want to see and ultimately Oregonians whether they live at the coast or Portland will benefit from passage of this ordinance which will lead to us a statewide law. I thank you for introducing this and considering it and ban the bag.

Adams: Thank you, senator.

Senator Dingfelder: I'm going to defer to my colleague, representative cannon.

Ben Cannon: Thank you. For the record, ben cannon. House district 46. Parts of southeast and northeast Portland. We're here to fulfill a commitment we made to you almost exactly one year to the day ago. We came to this chambers to ask you to wait on moving forward. And asked you to

July 21, 2011

wait for a statewide solution to the problem and a solution that I think would be ideal for grocers and -- grocers and consumers. We faced resistance we were not able to move, though we came very, very close. So it's our chance now to fulfill our commitment by asking to you move forward. It's time for cities to act and Portland has a special opportunity and responsibility for leadership on this issue. As Portland's -- as Oregon's largest city and I think on this issue, like on so many, we will be looking to our local governments for leadership. Those good ideas very often bubble up and I hope we're able to get there as a state and move forward as a state at some point. But for now, the problem is too important to, too serious to wait and encourage you to move ahead and appreciate your leadership in bringing this resolution forward. Thanks.

Adams: Thank you, representative, senator.

Cannon: Thank you --

Fish: Since this is my senator. Can I -- in addition to the -- your opening remark, I would like to thank Jackie for two things. One is, being vigilant in protecting the Oregon cultural trust during the last session from any more swipes or attacks. And second, s.b. 519 which dealt with land trust properties in foreclosure. Thank you for your leadership.

Senator Jackie Dingfelder: Thank you very much. Thank you for inviting us to be here. It's an honor and pleasure to be here. My name is senator Jackie Dingfelder. I also represent northeast and southeast Portland. We're the whole contingent from the east side.

Adams: Go east side.

Dingfelder: It's an honor and pleasant to be here. I wish we were here to say we did it. We tried and believe me we tried. I don't think between that and the ban we worked hard this past session. Got news, on product stewardship and this is an issue I've been working on for the 10 years that I've been in the legislature. We did make some great strides thanks for the innovative and creative work of representative Cannon. We expanded the bottle bill. Now we have one of the most expansive bottle bills in the country and want to say that was one of the victories of the session for the environment. And also, I was able to with the help of my colleagues; expand our environmental very cutting edge electronic recycling program. Another big program to help keep waste out of our landfills and promote recycling and we were able to add printers and peripherals to our computer recycling programs and we have one of the most expansive programs in the nation. That's the good news. The bad news, we couldn't get there on plastic bags. I was hoping we'd have a whole suite of product legislation. And would I prefer there was a statewide ban on plastic bags are plastic bags? You bet. Does that mean the city of Portland should wait? Absolutely not. We're here to say go for it and hope we'll be back next time, saying we'll be joined at the state level. I do hope that other cities and municipalities around the state will join the city of Portland because you do need a statewide approach and hopefully other leaders at the municipal code level look to Portland and say we'll do it too and maybe get a more comprehensive approach at the state level down the road. I want to thank you for your leadership. It's ironic we were here almost a year to the day, but here to say go for it and support you all the way.

Adams: Each of you, along with senator Hass worked very, very hard to get this passed and you came close and I appreciate you coming back here. People of your word, support our efforts and representatives were able to be here. But representative Bailey, it's the largest city in Oregon succeeds in banning single-use plastic bags, it would bolster a future statewide proposal. Thank you.

Fritz: I'd like to thank you, also. And thank you for coming back and your leadership in the house and senate. And the senator, I appreciated your work, which again, was not entirely successful, but sometimes things take time to get done and senator Rosenbaum, your work on 9-1-1 privacy for

July 21, 2011

callers. I hope we can get that done. And senator dingfelder, your work on alcohol issues and I hope to continue working with you on that.

Adams: And thank you for coming to city council.

Dingfelder: Thank you.

Adams: Next we'll hear from stiv, jeff, far west fibers. Welcome to the city council chambers.

Mr. Wilson.

Stiv Wilson: Hi, my name is stiv wilson, the coordinator for the surf rider foundation in Portland and also the communications director for the five gyres institute. Six years ago, on a remote beach in Oregon, I saw fragmented plastic. Fast forward six years, I personally sailed across four oceanic gyres witnessing the plastic pollution first hand and watchdog industry and studied polymer chemistry and physical oceanography and devoted my life and career to communicating this issue to the general public. It's a very different issue to communicate because it's mostly out of sight, out of mind. We've been using plastic for roughly 60 years and being two weeks away from land, 2,000-miles out in the ocean and finding these products out there, is hard on the heart. Industry continually touts recycling as the solution. I had a conversation with mark daniels this spring and asked mark, is it a fair statement that the net effect of recycling plastic bags is more, not less plastic in the environment? His answer, to my astonishment was -- astonishment was yes. This is why industry pushes recycling as an issue. It's guaranteed consumption. He needs 70% virgin material to create a new bag. Every time you recycle one bag, you create 3.3. Every time you recycle 3.3, you create 10. So what we're doing by recycling polyethylene is algorithmically increasing the pollution in our world. That's math, that's fact. So what does this product do besides cost taxpayers money to clean up? Well, let's talk about end of life. Typically, plastic bags are made out of natural gas, the way natural gas is extracted from our soil is through hydrofracking, which is possibly one of the most destructive practices in america today. Take a look at a bird on our beach here that is dead. You'll find polyethylene in its guts. Take a look at gyres, polyethylene and polypropylene are the two most common stuff there. 9% of Fish surveyed in the north pacific this summer had ingested plastic. That attracts harmful chemicals. Estimated in the north pacific, the same Fish that feed your sushi have ingested between 12 and 24 million-pounds of plastic in one year. So I ask you: What more evidence do we need? We've waited a year, and been very patient and vigilant. So i'm asking you as a citizen of Portland, along with all of these people in the chambers. To ban the bag. Thank you.

Adams: Thank you.

Meredith Shield: Mayor Adams and members of the council. For the record, Meredith shield, legislative director for the Oregon league of conservation voters. Banning plastic bags has been a long standing primary for Oregon's conservation community and while we fell short during the session, i'm pleased to see you're keeping your promise on moving forward on this critical issue and appreciate and support the hard work in the legislature from the chief cosponsors on senate bill 536. Banning these bags is not a minor issue. As they significantly impact our communities and environment. In Oregon alone, it's estimated 1.7 billion plastic bags are used each year. 444 bags for each man, woman and child in Portland. That's nearly two million bags that are not biodegradable. They litter our roads and pollute our waterways and appear in our neighborhoods and street, sidewalks, parks and even trees here in Portland. They enter and clog storm drains. And they break down into smaller and smaller toxic bits dramatically impacted wildlife. These plastic -- this plastic will never go away. While curbside recycling seems like a option to address the problem, that isn't the case. Plastic bags are difficult and cost prohibitive to recycle and cause significant problems. They can jam and shut down machinery and recycling facilities and can contaminate the end product. Oregon has a proud history of leading the nation in conservation.

July 21, 2011

Our bottle bills and banning oil drilling off the coast. Portland should take a page in our history when it comes to banning single-use bags. We are hopeful for a statewide solution in the future. Thank you.

Adams: Thank you.

Jeff Murray: Good afternoon, mayor Adams and members of council. I'm Jeff Murray, vice president of business development for Far West Fibers. I've been before you a few times on this issue. As you're aware and I'm in support of the ordinance before you to ban the bags. Far West operates what are called three clean material recovery facilities. In the Portland area and we sort and market this material in a substantial amount of the commingled recycles from Portland and throughout Oregon goes through our facility. As you may or may not be aware, single-use plastic bags and other household plastic, wreaks havoc, I'm sure you know this, but I've got to go through my script. If you're not aware, you've never met me. I apologize for this, but -- didn't get the printer to work today. Though plastic bags and film plastics are not a part of the curbside service in Portland, we still get plenty of them. As you saw in the earlier presentation, some of your neighbors just haven't gotten the word. The picture you saw with the screen with all of the bags, was taken -- Bruce Walker called and asked me to take that picture randomly, about an hour and 15 minutes into a shift. When that happens, our sorters cannot do their job. They cannot keep up with the material. So, therefore, a lot of material ends up going to the landfill that should not, due to the plastic bags in the system. During every break and at the end of every shift, four to six employees perform the lockout tagout. They climb into the screens and cut the film plastic out that gets wrapped in the screen. As we -- as safe as we try to make the process, this is where we have all of the injuries. Not necessarily life-threatening, but nonetheless, a high rate of injuries. I would like to recognize the correctness of Susan Anderson's statements regarding the cost of plastic bags throughout the facility. That's an accurate statement in our opinion. The channel of plastics clogging our screens is not a new issue. We as a company and industry have been struggling with this for eight years and worked with local, regional, state government, haulers, recycling advocates and others in the industry to try and solve this problem. We accelerated this about four years ago and still have not seen success. In closing, I would like to say, Far West does not normally support bans. Unfortunately, we're at our wit's end and we feel this could move us in the right direction. I would like to thank Senator Mark Hass for his efforts in bringing together many parties that do not normally work on the same side of the fence in Salem. They drafted a straightforward legislation to ban plastic bags statewide. Though it did not pass, it had strong support from grocers, recyclers and several environmental groups. The Oregon Association of Recyclers and other -- the largest plastic bag manufacturer in the country, to have conversations of solving the issue of film plastics clogging our system. They've dedicated engineers within their company to work on this problem. They realize it's not a Portland or Oregon problem, it's a national issue and they've said they will come to Oregon to help work on improving the collection of plastic bags and film plastic, I do need to state that removing these plastic bags, single-use plastic bags is a positive thing but we have challenges with other film plastics. I would like to thank Senator Hass and other supportive legislators, especially those who showed up today and other members for their work and I'd like to thank you, city council, for keeping your promise you made roughly a year ago. Far West does have one strong concern regarding the exception allowed in the ordinance for compostable plastic bags. I could go on for a while with that concern. With that said, I won't. We trust we'll be involved as the administrative rules are developed. And by the way, I have one small favor to ask. All that can hear my voice. Maybe do us all a favor, and clue your neighbors in. Please, do not put plastic bags or film plastics in your curbside roll cart. Thank you.

Adams: Thank you all very much. Appreciate it. We'll now hear from --

July 21, 2011

Saltzman: I have to excuse myself for a Portland Utility Review Board meeting across the hall but i'll be back in time for the vote.

Adams: Great, thank you commissioner. We'll now hear from lisa sedler of new seasons, and jason valdez of whole foods market. Welcome back. Hi, jason. Please begin.

Lisa Sedler: Good afternoon, mayor Adams and city commissioners. I'm lisa sedler, the president and ceo of new seasons market. We're a locally owned and operated grocery chain of 10 stores, soon to be 12 and have good 2,000 staff members. I wanted to say thank you for allowing us to provide testimony on the proposed ban of single-use plastic shopping bags. We very much applaud your leadership in this area. And really recognizing that these bags are environmentally unsustainable. We think the best option out there for shopping bags is a reusable shopping bag. Yes, i've brought a prop. And what we've seen over the course of the last few years, is a huge increase in customers using reusable bags. In the past year we've issued nearly three million bag credits and give a five-cent credit for those who bring in their own bags. At our Sellwood store alone, more than 40% of shoppers bring in their own reusable bag. This is already becoming the new normal for shoppers in Portland. But when it comes to single-use plastic shopping bags, we think paper is also a good option. In our 11-year history at new seasons, we've never used a single-use plastic bag at our checkout. Opting only to use paper bag. They're made from 40% post consumer waste and 60% pre-consumer recovered fibers and made in Beaverton Oregon and reduces transportation costs and impact on our environment. The decision to offer paper bags costs a little bit more. Somewhere in the range of five to seven cents more than single-use plastic shopping bags. But our customers think it's the right thing to do to keep the plastic bags out of the waste system and waterways. On behalf the new seasons market, we're happy to see the city of Portland is doing the right thing with regard to the environment and the community and the proposal to ban single-use plastic shopping bags. What I would like to say more than anything is at new seasons, we wholeheartedly support this proposal to ban single-use plastic shopping bags and if there's anything we can do to help support the initiative, we're happy to do it. I thank you for your progressive action on this issue and helping Portland become more and more progressive.

Adams: Thank you very much, appreciate your testimony. Mr. Valdez.

Jason Valdez: Good afternoon, mayor Adams, council members. I'm a marketing director for whole foods market in the Portland area and wanted to say how happy we are to be here on this day on this possible monumental occasion. As some of you may know, we banned use the single-use plastic bags open earth day 2008. April 22nd and believe on the science and facts quoted today, one of the most impactful things we've seen is earth day of this year when we walked in and saw a 20-foot pelican made by a local artist completely out of plastic that had wash add shore on our local state beaches. We completely support this initiative and we hope that it passes today. One of our core values of the company is caring about our community and environment and we believe that the ban of single-use plastic bags will do that. The unintended benefit, like new season, we have a bag donation, if you bring in a reusable bag we'll donate to a local charity so local charities also benefit from this initiative if it was to pass. Beyond that, we hope that this does pass and we hope we will see the end of single-use plastic bags in the city of Portland. Thank you very much.

Adams: Thank you, both, very much. Really appreciate it. That doesn't count as a clap.

[laughter] We'll move to testimony in the order people signed up. You have three minutes.

Welcome to the city council. Glad you're here. Would you like to begin?

Jarren Jennings: Yes. I'm jarren jennings and this is marcella sweeney, here representing the pdx peace club. We're working on a project focusing on the elimination of single-use plastic bags. We researched the harmful effects on humans and animals and marine life and the environment. After finding out how bad this plastic pollution was, we took a pledge never to accept a plastic bag at a

July 21, 2011

checkout again. We asked our families to take the pledge also and wrote, illustrated and published about the problem and distributed it and started a letter writing campaign and organized a cleanup at Cannon Beach and participated in cleanups by others.

Marcella Sweeny: In our beach and riverside cleanup, we experienced problems with plastic pollution. When we picked up trash at Sellwood Riverfront, we carried out huge bags of disposal plastics and when we returned to the same site two months later, later, we filled and carried out just as many. When we tried to improve trash from the beach, we found photo-degrading plastic bits, just going on in both directions and one of our club members said, "when will this end?" we -- the decisions made today will affect the kind of world that my generation and those that follow will live in as adults, and we didn't choose the enormous amount of plastic polluting our environment, but we are happy and willing to be a part of the solution. And we hope that you will join us by voting in support of the bag ban in the city of Portland, so that we can set an example.

Adams: We appreciate your advocacy and also combined with your willingness to go out and clean up the environment.

Sweeny: Thank you for your time.

Fritz: It sounds like a wonderful club. Thank you.

Adams: Mr. Long, welcome back.

Charles E. Long: My name -- excuse me. My name is Charles Long. The passage of this ordinance will not solve the problem of plastic proliferation in our society. It is ironic that the "The Oregonian" Tuesday, lamented the failure of the 2010 legislature to pass a statewide ban on plastic grocery bags. For that hypocritical publication, wraps its newspapers in plastic bags every day to every subscriber, I pose banning the bags because they're the most durable economical practical water proof and handy for reuse in innumerable ways if government would develop a system, promotion and perhaps law to enforce it. Banning grocery bags will not save the proliferation of myriads of plastic containers dumped in our landfills and which pollute our environment at an increasing rate. I would challenge you to take a bag test. Don't take your gas-guzzlers to the shopping mall. Walk, bicycle, or take tri-met. See if you can handle the large paper bags, as many shoppers must. Walk to the nearest bus stop. Wait up to 20 minutes or more for a bus. Balancing bags up the bus steps and down when you get off the bus. Walk an average of six blocks to your residence. Pray to God it doesn't rain. If it does, your bags will disintegrate. Do something real to solve the plastic proliferation problem. Banning plastic grocery bags is an assault on common sense. Thank you.

Adams: Thank you, Mr. Long. Thank you again. The next three.

Adams: Welcome back to city council chambers. Good to see you Ms. Bambeck. Please begin.

Kathy Bambeck: I'm Kathy Bambeck. And I want to say these are not one-use bags. We use them for many, many things. Please do not ban these bags. I use them for cat litter. As many senior citizens do. There's no other way I can dispose of the smelly stuff if I didn't have these I use them for various chores, like carrying something to my car and bus and various things. They're small enough to hold small things -- heavy things. I walk with a cane and I find these plastic bags are the only way I can hold on to something while using my cane and I have a purse in one hand and the cane in another. The neighborhood house senior center keeps a supply of these bags so we can take home free bread when available. I'm too short to use the canvas bags and the one that Fred Meyer sells, they scrape the ground. Plastic bags are light and can be used many, many ways. That's all I have to say.

Adams: Well thank you Ms. Bambeck, it's good to see you, it's been a while.

Fritz: And thank you for your testimony. I've heard from other seniors. The commission on disability, has been asked to take up the current bags, their handles too long and not washable or

July 21, 2011

water proof. It's a concern I share and i'll work with the mayor and his staff on to make sure we have reusable bags good for seniors and those with disabilities. Thank you for bringing that up.

Adams: Mr. Parker, welcome back.

Terry Parker: Terry parker, Portland. A ban will only increase the cost of doing business and living in Portland. The sing-use buzz phrase is an outright lie. A political spin contrived by supporters of the ban. Surveys show nearly 90% of household reuse the plastic bags in some manner. As opposed to purchasing bags for home use. The ultimate recyclers, almost exclusively use grocery and department store bags to reduce overhead costs and it take five truck loads of paper back bags to match one of plastic bags delivered to grocery stores. How many of you shop at discount grocery stores. As opposed to trotting down to your local grocery boutique and purchasing not more than can fit in a little clothe bag. Moreover, this hearing is only window dressing to a predetermined and dictatorial course of action that's not been fully vetted or debated with the public. The problem is litter. The problem isn't the plastic bags. You're going to look at litter, are you going to ban cigarettes and shopping carts on railroad tracks. Etc., etc. This ban is more about the high and mighty agenda that's aimed to control the lifestyles of Portlanders than about saving the city, environmentalism or sustainability. Elected officials are supposed to be servants to the people, not dictators. Without a mind set change that council supporting a inherit freedom of choice, a change of administration in the next election is essential if an initiative petition campaign is mounted to refer the ban to the vote, i'll sign it. Establishing a well designed recycle plan with a self-sustainable business plan will serve the people of Portland far better than a ban. Thank you.

Adams: Thank you, mr. Parker. Mr. Gilliam

Joe Gilliam: Mr. Mayor. councilmembers, thank you for allowing me to speak today. And be a moderate on the issue. I want to thank you, the whole council and you, mr. Mayor, for the opportunity to go to salem. You kept your word, we were just unable it get 16 votes in the senate. We were disappointed. But having said that, I think what our concerns about this ordinance going forward really are in just being a plastic bag ban and will not fulfill what the ordinance is setting out to do. Promote the use of reusable bags. We're very pleased there's a section in there, section 112b that requires the director of the bureau of planning and sustainability to come back in a year and to make recommendations to modify it, because that's truly going to be the clause that makes this work. As it sits un-amended, I want to be realistic what this provides the city. According to the numbers used, 444 bags per person, every man, woman and child in the city of Portland. That's 240 million bans. And you accomplished 50% of the goal. You're going to take those out of the circumstance illegal immigration. But the reality, there's going to be a shift to paper bags. The san francisco experiment proved that. People don't go to re-usables. So the cost shift for that is going to be huge. We've seen it. Fred meyer taking out all of their stores in the city of Portland took them out and their paper bag use more than doubled. The cost to the consumer is about a nickel. And as high as seven cents if you have handles on it. It's a \$12 million fiscal impact to the consumer. They'll go from plastic to paper because they think the paper bag is free. It's human nature. That's 20, 30 times the cost of the problem that jeff brought up from fibers. So we're trading cost where there's no place but the consumer to pay. We had a proposal to mitigate the problem. We've talked about this for four years, trying to find the right combination, what's the silver bullet? And really all you can do is mitigate the cost of the shift and we suggest a refund on every paper bag, there's a deposit charged and everybody who brings it back gets their money back if for using it twice. If you use it twice, you cut the \$12 million in half to \$6 million and for every consumer who reuses that bag, they don't pay the cost of the consumer who chooses not to use the

July 21, 2011

bag. They get their nickel back and those who choose not to pay the price of the bag. Thank you for the chance to testify.

Adams: Mr Gilliam, I want to thank you for the engagement you've had with us over the last four years and your association lobbied along with elected officials mighty hard, very hard. And we appreciate that. And we continue to work and perfect this as things go along. And I want to point out, one of your members, fred meyers and thank them for their decision to ban plastic out of the 10 stores in the Portland area. They did that on their own and it's deserving of recognition.

Gilliam: Appreciate that.

Adams: Hi, welcome back. We have a special guest. Hi. How are you?

Bob Sallinger: She's shy.

Adams: You're bob sallinger's daughter, you can't be shy. [laughter] i've not met your mother, but -- there's no possible way. Would you like to begin, sir?

Sallinger: Sure. Good afternoon, mayor and members of city council. I'm bob sallinger and this is annie sallinger with me and we're both representing the audubon and peter is roaming around.

Adams: There he is.

Sallinger: And we're here to support the bag ban. These bags litter our landscape and harm our economy and last virtually forever. Other issues have been covered well. Today i'll focus my comments on wildlife. Particularly on the impact of native bird populations. Plastic is identified as a major hazard to our state and around the world. Once plastic bags are loose in the environment, they can cause harm close to home or impact wildlife across the planet. Wild birds ingest large particles of plastic and it eventually kills them and results in starvation and death and incorporate them in their nests where they can cause problem, including ingestion and entanglement. Birds just recognize plastic as something in the environment and it really isn't identified as a huge problem for them. Examples abound. Albatrosses on midway island. There's a picture at the back of the group of pictures I gave you that show them on midway, full of plastic. One has a plastic bag in it. A california condor, a species that we're trying to recover that's raised at the Oregon zoo, introduced in california but not yet Oregon. One of the biggest challenge, a report from audubon identifies microplastic. Including plastic bags, a third of what they find in their guts is plastic. Sea birds are showing up at coastal rehabilitate centers full of rehab centers full of plastic. We worked with kgw five years ago, focusing on a downtown raptor nest and get about a million hits a year. And they've been able to watch this red tail. In downtown Portland, going through a nesting recycle and rearing its -- nesting cycle and you saw a picture earlier from the city, I gave you four pictures here. The first one on the first page shows a bird with a plastic bag over her eggs. That was at the start of this nesting season, a short while later, another bag, sitting on top of the chick. The third page, you can see one of the chicks eating a plastic bag. This was sent by a viewer in michigan who heard that Portland was thinking about enacting a plastic bag ban

Adams: This nest is in Portland?

Sallinger: In downtown Portland. It was on kgw, the third page, one of the youngsters eating a plastic bag and the fifth page, his sibling is eating it. It happens close to home and it is real and a huge problem and it's common sense to get rid of this. And there are alternatives available and we applaud the groups who worked so hard and city council for taking this step. Thank you for your consideration.

Adams: Thank you Mr. Sallinger. Anything you would like to add, annie? [laughter]

*****: [inaudible]

Adams: Do you agree with your dad?

Annie Sallinger: Yes.

Adams: Good answer. Sir?

July 21, 2011

T. A. Barnhart: My name is t.a. Barnhart. I want to talk about recycling. I was at the legislature when the hearing on 536 was held and h.p. -- sorry, high lex poly made an appearance along with someone from I believe the chemistry, and I got a good idea what high lex poly is about. Spent half a million dollars to defeat the bill in the legislature and spending millions in California using their version of the lock to attack cities and this past week, one of the suits against the city of Manhattan Beach in the Los Angeles area was defeated by the California Supreme Court. But it's a hardcore attack against municipalities trying to take these -- let's be honest. This isn't a ban, it's a reduction, a limitation. They haven't -- they spent a lot of money on green washing sites and work hard to tell the rest of the world, don't ban these products that people need and love. Like their own children and tell us to do the recycling. They put out what was 1.3 billion bags per year in Oregon and tell us to recycle. They have never once in testimony said, "let us help you recycle. Here's money so you can recycle." they tell us to do it. The bottle manufacturers and the bottlers, the distributors of beer and soft drinks in Oregon, they've been on board with the bottle bill and taken responsibility. High lex poly takes the money. Back in South Carolina, and they fund jobs in Texas and undermine jobs in Oregon and Oregon businesses and they walk away from the mess they make and tell us we've made our profit, you clean up after us, this is a good step forward, not just for sensible environmental stand, but a progressive stand against an irresponsible destructive corporation happy to go in, sell their products and leave a mess behind and expect the rest of us to clean up. Thank you for taking this first step forward. I'm sorry that the legislature couldn't follow suit, take the first step, but it will come soon enough.

Adams: Thank you, sir, very much. Hi, welcome back.

Nastassja Pace: Hi, thank you. Good city commissioners and Mayor Adams. I'm the chair of the Portland Surf Rider Foundation, Portland chapter. I want to thank for promoting the use of reusable checkout bags and the Surf Rider Foundation as most of you are aware are dedicated to protecting the health of our oceans and beaches and rise above plastics and the ban the bag campaign. As a city of Portland master recycler and environmental activist, I understand the importance of outreach and education when it comes to making change and engaging our citizens and in an effort to educate and raise Portland's awareness on the importance of using these reusable shopping bags and educate on the destructive and the effects that single-use plastic bags have on recycling facilities and storm drains and sewers and our environment and watershed and wildlife, our Portland chapter participated in hundreds of community events. Some of the most recent have been Sunday parkways and eco-sunset concerts and book talks with plastic novelist Susan Dinkel and given away thousands of reusable shopping bags at grocery stores and farmers markets and schools and built a coalition of businesses and organizations that represent thousands of people who live, work and play in the city and some who have signed on have been Audubon, Oregon League of Oregon Voters and neighborhood associations and businesses such as Laughing Planet, Bamboo Sushi and many more. And last year alone, we've participated in 29 beach clean up, nine river cleanups and eight highway cleanups. And we believe we can cope doing these this will be the end of time, but the fact is that there's 08% of the debris comes from land based sources and we must take this action and must put effect I have policy in place to mitigate the amount of plastic pollution entering our watersheds from our urban city streets and I truly believe that Portlanders are ready to switch to reusable bags and we need to pride ourselves on being sustainability leader leaders and all those signed on ready to ban the bag once and for all. Thank you for the opportunity to be here today.

Adams: Before you go back to your seat, I want to thank you and everyone from the local chapter of the Surf Rider Foundation. None has worked as hard as the local chapter on this issue so thank you very much.

July 21, 2011

Pace: We do want to reiterate, we're not going to walk away once this happens. Our goal is to continue the outreach and to continue to promote the use of reusable bags, not switch to paper.

Fritz: Thank you for your education and engagement with many in our community from the business community, individuals, and neighborhood associations, you've done a spectacular job. Thank you.

Pace: Thank you.

Adams: Thanks, thank you all. Appreciate it. How many after that next three?

Moore-Love: Followed by two more.

Adams: Welcome. Welcome back.

Brian Pasko: Thank you.

Adams: Please begin.

Pasko: Mr. Mayor and members of council, I wish I had the ability to be as articulate as the younger speakers.

Adams: They were great.

Pasko: I'm Brian Pasko, the director of the Oregon chapter of the Sierra Club and here on behalf of 5,000 plus members who reside in Portland proper and the members we have statewide, all of whom looking to the city of Portland today and all of you for some action. Out of respect for everyone's time, I know we've been here for a while, I'm not going to reiterate the arguments many of which you've heard and probably understanding them better than I do at this point. But I want to make a comment about leadership. As has been said a year ago, this issue was before you all, you took this up, you had a very thoughtful discussion, you listened to the concerns of all parties and made a deliberate and thoughtful decision to say -- it give the state an opportunity to act. And you expressed very clearly you believe this an important issue and an issue of urgency to Oregon's environment and you encouraged the state legislature to be leaders and I thought from my perspective, that was incredible leadership on your part and it was a very responsible and courageous policy decision. But then the state legislature failed to act and today you're poised to renew a promise you made to the people of Portland and poised to take a meaningful and significant action that will be a great long-term benefit to not only the Portland community but Oregon's environment. And so that, too, in my mind, is leadership. And we want to commend you for that and thank you for continuing the momentum around this issue. In conclusion, we applaud you for your leadership, and encourage the adoption of this -- this effort. And more importantly, I want to pledge to you, the Sierra Club's support and advocacy and I think I'm safe in speaking for other partners in the room in the conservation community in Portland and Oregon, we're not here just to support your decision today, we're here to support and advocate as you work to implement it in the coming months as year. Thank you for your leadership and ongoing work to protect Oregon's environment.

Adams: Thank you, sir, very much. Sir?

Rick Paul: Mayor Adams, commander -- commissioner Fritz.

Adams: That works too. [laughter]

Paul: I'm Rick Paul, with recycling advocates, on their would board for a number of years. It's our -- we encourage a positive vote. We've worked since 1987 in the environmental field and 1987 was the first time that the city of Portland began working this in area as well and we pushed hard for the master recycler's program and still on the advisory council of this very good program. Plastic grocery bags confuse the message of the recycling and education efforts. Local recycling companies testified how bags clog the sorting machine and increase labor costs. I was a numbers man for far west fibers for 15 years and there's a lot more cost than just the clogs. Every injury is an increase in workers' compensation costs and there are hidden costs that come up when you look at

July 21, 2011

these things. But despite years of educational efforts by the city, by everyone, we still get people putting those plastic bags into those blue, red, whatever recycling carts up. People also do glass. One glass per street is a huge problem for us. Jeff didn't talk about that, but it's an enormous cost and them going through, we put on -- far west fibers put our first recycle system in 2000. And 2005, we had to replace it. It had a 10-year warranty, and it was because of glass. People think they can recycle items at the curb, that are recyclable but not the curb. Our focus is in reducing the impact of our daily action appearance purchases. The end goal is to see an increase in the use of reusable bags. Banning plastic bags is a significant step. Especially if the city and retailers follow through with meaningful educational programs. Thoughtful consumption is a good step in that right direction, but heavy lifting needs to be done after today's vote to educate the public what they need to do. I was going to say I applaud you, so I can't do that, so thumb's up to the efforts of council to address this issue and we support wholeheartedly your ordinance.

Adams: Thank you very much. Hi.

Alex Wall: Hi. I'm alex wall, first, I want to thank you for the bike lane on klickitat. And I would like to thank commissioner Fritz for coming out and helping the Beaumont Wilshire neighborhood clean up graffiti, the surf rider foundation for this shirt that I picked up outside before I came in.

Adams: You look great.

Wall: Thank you.

Adams: Very slimming.

Wall: [laughter] The reason I came in, part of the inspiration was that I picked up organic locally grown blueberries at a market and it came in a plastic bag and I accepted it without thinking about it and I feel really badly about that. And plastic bags are a problem, you've heard the reasons for it. Came back from europe and you go to a grocery store, you can't get a bag. You have to remember to bring a bag to the store. And this is a cultural change that I think would benefit us as a consuming society to think about reusing things in general. I'm not going to advocate for a ban on all bags in stores, right now. But I do think a ban of a single-use plastic bag which will be around for thousands of years, damaging wildlife and polluting our waterways is a good start. Thank you.

Adams: Thank you. Thank you all very much. Last two.

Adams: Well: I'm sure you have security sweating.

Ryan Cruse "bag monster": Yes.

Adams: I'm sure you are too. Bag monster schwartz?

Cruse: Cruse.

Adams: Bag monster cruse.

Cruse: Mayor Adams, commissioner Fritz, thank you for having me to testify. I would like to say -- I would like you to not pass this ordinance, because I live an awesome life. I last for hundreds and hundreds of years. And during that time, I do probably three to six minutes of honest work. And after that, I sneak out of car windows and landfills and I like to hang out in the beautiful trees in Portland and the parks. If i'm lucky, I go to the willamette which I get a tour of the sauvie island before I sneak out to the columbia and the pacific and then I hang out on the beautiful beaches. So I ask you not to support this so I can continue to keep living the awesome life I do.

Adams: Bag monster, you're a bad bad man [laughter]

Fritz: I want to thank you, bag monster and the others who are here for sitting throughout this hearing in what must be a sweltering set of bags. The mayor turned up the air conditioning, which is why i'm freezing to death.

Adams: I felt bad for you.

Fritz: We care for all citizens, including bag monsters coming to council chambers.

Adams: Thank you very much.

July 21, 2011

Adams: Top that.

James Schwartz: Follow that up. [laughter] James Schwartz, Mr. Mayor, councilmembers, appreciate your time. I'll be brief. I'm here representing myself. My wife, my 2-year-old daughter. As a healthcare professional, as a father and -- and an active participant in Portland's outdoors. And -- environmental consciousness. There is no reason not to ban this bag. There are corporate profit interests at stake, of course. We as Oregonians or Portlanders have accepted that fact and we're more than willing to contribute the extra, five, seven cents to paper, we know that's not reality, the persuasion. Happy to use the -- reusable bags. And I think we need to address other community members as concerns, the elderly, as a nurse, I specifically work with the elderly and I know they have particular concerns at hand. And I think -- I'm sure we can find a way to work those into this being a successful campaign. So, you know, on behalf of myself and fellow Portlanders, let's get this vote done and get rid of single-use plastic bags.

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

Saltzman: Well, I want to start out by saying that I'm pleased to support this legislation and I'm glad that we waited. I guess a year to give the legislature a chance to take a shot at this and I think our action will build momentum for a statewide solution and to me, plastic bags I've found in listening to discussions and all that, it's -- there's a lot of sort of side arguments and statistics getting thrown about and sometimes it's hard to know what's fact and what's hypothesis and fiction, frankly. But I think, on balance, there's an environmental benefit to less plastic in our environment. I also think on balance, it's better to support our local industry and local jobs. I.e., the pulp and paper industry, where paper bags come -- all other things being equal, come from the northwest, and, you know, I think timber harvesting can be done sustainably, it's a sustainable resource and worth supporting local jobs by -- first, we emphasize reusing a bag, but absent that, paper over plastic. When the checkouts offered the choice, I would always opt for paper. But now I bring reusable bags. But plastic comes from a feed stock that's not a sustainable source over time. Natural gas is a -- is a form of -- not a renewable resource and does take complicated chemicals to make plastic bags. And plastic bags, for the most part, I understand there's a plant in Boise, but for the most part and I mean no disrespect to Louisiana and Texas, but more the most part, they come from places not in the northwest. On balance, I believe it's good to support northwest jobs and above all, to reuse bags. Pleased to support in ordinance and it's high time we got this going. Aye.

Leonard: Aye.

Fritz: I promised that I would support this ban should the legislature fail to act and I will be happy to do so. I believe we're in a better place now than a year ago and I applaud the Mayor for putting the greater good above his desire to move forward fast on this last year in giving the legislature a chance to do or not do. And I think that the year of conversation that we've had with Portlanders and the year of courageous stores like Fred Meyer carrying out the ban on plastic has been helpful and as mentioned in testimony, we have two-thirds of Portlanders who agree that this is the right thing to do. It's the right thing to do regardless of a poll, and I appreciate everyone here today, including those who came and spent the afternoon waiting to voice their concerns in. This is an urgent matter that must be addressed now because it holds serious implications for the environment and public health. We as a society must be held accountable for the real cost paid for the sake of convenience and since the legislature has been unable to step up to the task, the city of Portland needs to lead and I am proud to -- another 5-0 vote on the council for doing the right thing and I appreciate the council for taking time to get things right and reach agreement. I understand for some, this will be an inconvenience and the fact there will no longer be a required five-cent fee for paper bags will make this more palatable for businesses and consumers and people get used to taking their bags and get used to carrying them. The fact was mentioned about families with large

July 21, 2011

numbers of teenage children having large quantities of groceries, I was recently a mom with three hungry teenagers and i've not had a single reusable bag break despite carrying a phenomenal amount, a large amount of groceries up and down the stairs. Once you get used to it, it becomes more convenient and i'll work with the commission on disabilities and the mayor and bags for those request custom needs and that's not beyond the bounds of local industries to provide those bags which will be needed and we'll work on that. For those who think that young people don't engage in politics, I thank you very much for your leadership on this. I have forgiven surf rider for sending me 300 identical emails at the beginning of my term in office. Which reduced me to tears. Getting close to 200 individual messages from concerned Portlanders saying why in their heart they believe this is the right thing to do and I think we've learned through in the process and gained through the process and I particularly applaud mayor Adams and your staff for guiding us and reaching us to this conclusion. Aye.

Fish: I know it's getting late, but i'll try and be as brief as randy. [laughter]

Adams: I don't know, his speech was pretty moving.

Fish: Would you rule him out of order, please. I've been on the council for three years and taken a lot of votes to advance the quality of our environment but I think we've taken several actions that go beyond just protecting the environment and become legacies of both the council and hopefully, the future be looked back on as milestones in this in the cause of advancing our environmental agenda. I think the city climate action plan as a watershed event. I think this spring of the acquisition of the riverview cemetery property, 146 acres which completes a natural corridor on the west side which is the envy of any city in the country, not just our side and taking a bold step forward in banning the bag. A year ago, as noted, this council was prepared to act on this issue. But the general consensus was that it would be preferable to pause and allow the legislature to act in the hope we would get a statewide ban. A statewide ban that applies to everybody in Oregon would be preferable. But that in a divided legislature turned out to be not possible and despite the best efforts of all, including both gillians, Vic and his brother. And -- we'll lead the way statewide. So i'm proud to join with my colleagues in supporting this legislation. It's well crafted and I complement the mayor and his team and it will be a significant impact on the health of our environment and quality of life and we'll have an opportunity over time to modify if necessary and we've heard from some people asking us to keep an open mind. And of course, this is a work in progress. But I think we're taking an incredibly important step and proud to join with my colleagues in voting aye.

Adams: When we passed the climate action plan strategy for the city, about two years ago now, we meant it. And this is another step of longer journey, and other steps will follow. In terms of seriously meeting the goals we set forth in terms of being a great city but also a great city that does less damage to the environment. It's more socially just. And more economically prosperous and this is absolutely consistent with all of that. I want to thank susan anderson and michael armstrong from the bureau of planning and sustainability and the great team in the mayor's office. The director of planning and sustainability for the mayor. Lisa libby, megan ponder and clay neal, and raihana put many years of work and i'm grateful. Our key partner, the surf riders, and Oregon league of conservation voters and n.e. Network of teams. Just in summary, before I vote and when you hear the gavel, you can clap and cheer at that point. Wait for it. [laughter] I grew up on the Oregon coast and saw early early on, when the impacts of plastic and plastic film as someone who was on yaquina bay and beaches and the problems we face with plastic bags and trash and debris is real and having a real impact on the marine food web and that in turn has the -- has the potential and the reality of impacting each and every one of us. 444 bags per Oregonian, every man, woman

July 21, 2011

and child in this state, every single year, that is a bad habit worth kicking. Aye. [gavel pounded]
[cheers and applause]

Adams: Good job, Good job. We're adjourned.

At 5:27 p.m., Council adjourned.