



CITY OF

PORTLAND, OREGON

OFFICE OF NEIGHBORHOOD INVOLVEMENT

Chloe Eudaly, Commissioner
Suk Rhee, Bureau Director
Noise Control Program
1221 SW 4th Avenue, Room 110
Portland, Oregon 97204

Promoting a culture of civic engagement

**Noise Review Board
April 11, 2018
Minutes**

Present: Kerrie Standlee, Jamie Hurd, Michael Wallace, Ernest Harris, Destiny Wright, and Paul van Orden

Absent: None

Minutes: Katherine Couch

Call to order: Kerrie Standlee 6:02 pm

Motion made and seconded (Michael Wallace, Jamie Hurd): Retain Kerrie Standlee as Chair.

Paul van Orden gave background information on PIR variances

In 1989, after a buildup of tensions between Kenton Neighborhood and PIR, Portland City Council set parameters for the Noise Review Board to allow for up to 4 variances with the following dBA limits, measured at trackside (at side of car): 2 races with a level not to exceed 110dBA, 1 race with a level not to exceed 112dBA, and 1 race with a level not to exceed 115dBA.

This year is the first time in quite some time PIR has requested 4 variances in one year.

Request from David Sweeney, on behalf of Green Savoree Promotions, Inc, for a three-year variance for Grand Prix of Portland; an Indy Car auto racing series with supporting races. 2018 dates are 8/30/18 through 9/2/18, plus two test days (August 2, 2018 and TBD). Hours are 9:00 am – 5:00 pm

Dave Sweeney tells the NRB that Mayor Wheeler signed a 3-year contract for Indy Car races at PIR. The current Indy Cars use clean burning ethanol fuel. The event is predicted to bring in \$12 – \$15 million to the City.

He brought representatives from Green Savoree with him. He introduced Co-owner Kevin Savoree, Chief Financial Officer Mike Morrissey, and Communications Director Angela Hodavene.

The last time PIR had Indy Cars at the track was when they were still affiliated with Champ Cars. The previous years at PIR were 1987 – 2007. These will be quieter (although there will be plenty of racing noise) These cars have lower RPMs, and smaller engines (V6 instead of V8). When the race was in Sonoma, it was under 115dBA.

The entire week of racing will be quieter than typical race season. Because this is a huge event to prepare for, there will be no other regularly scheduled races (drag race & motocross.)

Qualifying races will take place on Saturday, with the Indy Car race on Sunday. At the end of the qualifying races (a total of 36 minutes), there will be 6 cars left, down from 24 at the beginning.

There will also be a Support series of 4 races covered under the same variance that weekend. These are known as The Ladder to Indy. Winners of these races get a scholarship and a chance to race in the next level.

The first part of the request is for an Indy Car test day on August 3, 2018. The test day is important because Firestone tires makes the tires. Each set of tires is made specifically for each race.

They are also seeking another test day; date to be determined, and may not need to be used.

As an aside, they informed the room that there has been auto racing in Portland for 58 years. First, it was at VanPort, then Delta Park, and finally PIR.

PIR practices complete transparency for noise metering and the ability to see live data.

As far as number of cars participating on test days, it is an unknown. Each owner will only send one driver, and since all of the cars are exactly the same, all of the cars won't need to be there. Test day hours will be either 9:00 am – 4:00 pm, or 9:00 am – 5:00 pm, depending on PIR restrictions.

On racing weekend, Thursday and Friday would be practice and qualifying for lesser races. dBA levels will be less than 115.

In the qualifying races, it begins with a full field of 24 cars. (Configuration will be 2 groups of 12 cars each)

Each group will be reduced to 6 cars each, and then the fastest 6 cars move forward to a fast shootout (numbers highest to lowest, with all 24 in the race)

They have requested a block of time between 9:00 am & 6:00 pm. Typically, the race is roughly 2 hours long on Sunday afternoon. The race is slated for a 1:00 pm start on NBC. After the Indy Car race, there will be a walk- away race for crowd control.

Prior to the Indy Car race that day, there will be a warmup for 20 minutes at the early morning session. The feeder series right before the Indy Car race for typically lasts 45 minutes

Jamie Hurd asks about the black flagging, and if it would apply to this series. Dave Sweeney states that the rules are same for all tracks, and they couldn't have a Portland-specific rule that could affect the championship for any of the races. The black flag method is good for different types of races, but the Indy Cars are all the same. The PIR event is the Penultimate race, with the championship being the next, and final, race of the season, at a different track. Engines are sealed and owned by Honda and Chevrolet can't be worked on in the field.

Kerrie Standlee asks if, prior to the race, if you start seeing that one car sounds out of the ordinary, do you notify the team? He is told that if the car sounds out of the norm, then there is something wrong with the car.

If car seems out of norm it would mean something internally is wrong with the car, and the team would definitely be notified.

Public Testimony

Support: **Jason Epton** – Portland resident and racing fan. Never got to attend one of these races. Really excited and taking time off work. Making plans and getting friends to join me This is the community. PDX only city that owns a racetrack. Money coming in to the community

Oppose: **Angela Moos** – Kenton resident. She opposes the method of communication. She found out in a news release on October 12 Parks and Recreation and PIR never talked to Kenton Neighborhood. The Vintage race has been moved to the next weekend and this means that for 2 weekends in a row, there will be auto racing. The vintage race is the same weekend as the Tall Paul Fest and now the Kenton Neighborhood Association can't hold the event. Last year \$10K was raised for maintenance on the Paul Bunyan statue during Tall Paul Fest. She thinks that PIR is not trying to be good neighbor. She wants a 1- year variance this time before any 3- year variance in the future.

Oppose: **Ryan Pittel** – Kenton Neighborhood Association. PIR impacts livability for 8 months of the year. Postcard was mailed out last week. He wants to know what the plan is for monitoring the neighborhood impact. He would like it monitored for the whole event, and not just per-car. How will the Noise Review Board encourage minimizing? He doesn't want any back-to-back variances

Support: **Mark Scholz** – Friends of PIR. He supports the potential return of the Indy Car racing series. He says that the total time is 3 hours over 4 days. 112-115 dBA. Since this is the season' final event before the championship, he says that there will be a lot of money coming into Portland. Attendees and racers and race teams will be buying meals, hotel rooms.

Support: **Gary Bockman** – Friends of PIR. This is his 15th year this year. He feels they do everything they can to work with neighborhoods.

Support: **Charles Freeborn**. Many safety measures on street cars that we now take for granted were developed on race cars. Some track activities have instructors that help instruct residents to drive their cars safely.

Support: **Susan Stone** – race fan. Works at racing museum. The love of racing covers a wide range of people in the community. She sees it as a coming together of folks who may not come into contact with one another without the races. There is a huge Portland racing community

Support: **Mike Abbatte** – Director of Portland Parks and Recreation. PIR is one of 215 City of Portland parks. The race is contributing \$35K per year of the variance to the North Portland Trust Fund. He supports the 3- year request but is happy to come back next year.

Angela Moos – says that the Trust Fund has been in place since 90s and the money doesn't come to the neighborhood.

Michael Wallace says that he is Impressed with testimony from Kenton and will not vote for 3-year variance but will vote for 1 year.

Jamie Hurd says that the review process works for everyone.

Oppose: **Heather Hayden** – Kenton neighbor

Ryan Pittel - feels reductions should have been worked on. **Kerrie Standlee** says it is quieter than when it was part of Champ Cars.

Heather Hayden would like the money to go to the neighborhood

The Board divides up the 29 opposition letters, and after reviewing, shared that they were about unwanted noise.

Desi Wright says that this is a great opportunity for Portland. It would have been better to bring in Kenton neighborhood earlier, and is Inclined to grant a one- year variance.

Kerrie Standlee says that they have 3- year contract

Jamie Hurd makes a motion to approve a 3-year variance Request from David Sweeney, on behalf of Green Savoree Promotions, Inc, for a three-year variance for Grand Prix of Portland; an Indy Car auto racing series with supporting races. 2018 dates are 8/30/18 through 9/2/18, plus two test days (August 2, 2018 and TBD). Hours are 9:00 am – 5:00 pm for the races and 9:00 am – 4:00 pm for the test days

- The applicant is to come back within 60 days, for evaluation and analysis and the variance may be modified at that time, if it is determined there is a need to modify.

- Moving forward, the Noise Review Board will have a schedule of all the varianced events much earlier, to see the whole picture and plan with the neighborhood a little bit earlier.

Timeframe for test days 10 – 4 on weekdays.

When asked about dBA levels for support races, **Dave Sweeney** says that they will have better information and details after they come back.

Kevin Savoree – objects to a 6- hour restriction on test days.

Ernest Harris asks about the schedule of events and is told that the schedule is finalized a month before the event, and that Indy Car sets the schedule.

- **Desi Wright** proposed an amendment to test day time: 9:00 am – 5:00 pm
- **Jamie Hurd** accepts the amendment
- Sounds are not to exceed 115 dBA 50 feet at trackside, measured and documented in the neighborhood as well
- **Kerrie Standlee** makes a proposal that requires that the schedule for race days is submitted to the Neighborhood Association and the City as soon as it is defined.
- **Kerrie Standlee** makes a proposal that data is provided to the Noise Office by October 31, and review with the applicants and interested public at the November 14, 2018 Noise Review Board meeting.

Kerrie Standlee asks if there will be a hotline for complaints. **EC Mueller** tells him that PIR always has a hotline and it will be up and running at this event too.

Kerrie Standlee wants to know if there is a possibility of having a video tape recording at the monitor position at the track during the Indy Car race. If the measurement is 115dBA trackside per car, then there needs to be an evaluation to see how many cars are involved in an exceedance. It would be helpful to have a video tape to go back and review what was taking place.

- **Kerrie Standlee** makes an amendment requiring a trackside monitor person who is there to make observations and help establish the number of vehicles contributing to a specific dBA level recorded.

The motion is seconded by **Desi Wright**

Kerrie Standlee asks if **Jamie Hurd** agrees to the amendments and is told yes.

Vote 4 in favor, 1 opposed (Michael Wallace)

Kerrie thanks everyone for their participation and guests and applicants exit the room.

As people are exiting Kerrie asks if there is anyone here to testify about things not on agenda.

Motion made by Kerrie Standlee to adjourn and seconded by Ernest Harris. No formal vote was taken.