



CITY OF
PORTLAND, OREGON

**OFFICIAL
MINUTES**

A REGULAR MEETING OF THE COUNCIL OF THE CITY OF PORTLAND, OREGON WAS HELD THIS **17th DAY OF JUNE, 2015** AT 9:30 A.M.

THOSE PRESENT WERE: Mayor Hales, Presiding; Commissioners Fish, Fritz and Novick, 4.

OFFICERS IN ATTENDANCE: Karla Moore-Love, Clerk of the Council; Ellen Osoinach, Deputy City Attorney; and Jim Wood, Sergeant at Arms.

Item Nos. 620 and 621 were pulled for discussion and on a Y-4 roll call, the balance of the Consent Agenda was adopted.

		Disposition:
COMMUNICATIONS		
607	Request of Ethan Beck to address Council regarding placement of a pole on SE 71st Ave (Communication)	PLACED ON FILE
608	Request of Marilee Dea to address Council regarding Pembina proposal (Communication)	PLACED ON FILE
609	Request of Kelly O'Hanley to address Council regarding Pembina terminal (Communication)	PLACED ON FILE
610	Request of Sue Dicile to address Council regarding Mt. Hood Cable Regulatory Commission budget (Communication)	PLACED ON FILE
611	Request of Fern Allen to address Council regarding bringing dance to urban youth in schools (Communication)	PLACED ON FILE
TIMES CERTAIN		
612	TIME CERTAIN: 9:30 AM – Portland Made on the Portland Maker Movement and their visit to the White House for Makers Roundtable Connect (Presentation introduced by Mayor Hales) 30 minutes requested	PLACED ON FILE
613	TIME CERTAIN: 10:15 AM – Proclaim June 17, 2015 to be Small Community Kiosk Day in Portland (Proclamation introduced by Mayor Hales and Commissioner Novick) 15 minutes requested	PLACED ON FILE

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<p>*614 TIME CERTAIN: 10:30 AM – Modify conditions under which the City Traffic Engineer may issue revocable permits for use of dedicated street areas for an Intersection Repair Project (Ordinance introduced by Commissioner Novick) 15 minutes requested (Y-4)</p>	<p>187193</p>
<p>615 TIME CERTAIN: 10:45 AM – Adopt the goal of Vision Zero – that no loss of life is acceptable on our city streets (Resolution introduced by Commissioner Novick) 15 minutes requested for items 615 and 616 Motion to accept Bicycle Transportation Alliance amendment regarding enforcement: Moved by Novick and seconded by Fish. (Y-4) (Y-4)</p>	<p>37130 AS AMENDED</p>
<p>*616 Accept two grants for a total of \$150,000 from the Oregon Department of Transportation for the development of a Vision Zero Transportation Safety Action Plan (Ordinance introduced by Commissioner Novick) (Y-4)</p>	<p>187194</p>
<p>617 CONSENT AGENDA – NO DISCUSSION Appoint Ian Jaquiss and reappoint Judy BlueHorse Skelton, Tonya Booker, Kathy Fong Stephens and Christa Thoresz to the Portland Parks Board for terms to expire June 30, 2018 (Report introduced by Mayor Hales and Commissioner Fritz) (Y-4)</p>	<p>CONFIRMED</p>
<p style="text-align: center;">Mayor Charlie Hales Bureau of Police</p>	
<p>*618 Accept and appropriate an additional award in the amount of \$24,000 from Oregon Impact for the 2015 DUII Traffic Safety and High Visibility Enforcement program for sworn personnel overtime (Ordinance) (Y-4)</p>	<p>187180</p>
<p>*619 Accept and appropriate an additional award in the amount of \$77,781 from the Oregon Department of Transportation Transportation Safety Division for the 2013-15 Work Zone Enforcement Program for sworn personnel overtime (Ordinance) (Y-4)</p>	<p>187181</p>
<p>*620 Amend an Intergovernmental Agreement with the Multnomah County District Attorney to reimburse the Police Bureau for overtime costs of officers assigned to the District Attorney Office as investigators not to exceed \$33,418 (Ordinance; amend Contract No. 52562) Motion to add emergency clause: Moved by Fritz and seconded by Fish. (Y-4) (Y-4)</p>	<p>187197 AS AMENDED</p>

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621	Authorize application to the U.S. Department of Justice, Office of Justice Programs, Bureau of Justice Assistance for a grant in the amount of \$437,882 for the Edward Byrne Memorial Justice Assistance Grant Program FY 2015 Local Solicitation to prevent or reduce crime and violence (Ordinance)	PASSED TO SECOND READING JUNE 24, 2015 AT 9:30 AM
Office of Management and Finance		
*622	Pay claim of Christine Smith in the sum of \$39,075 involving Parks Bureau (Ordinance) (Y-4)	187182
*623	Change the wage scale for the District Council of Trade Unions represented classification of Records Specialist (Ordinance) (Y-4)	187183
*624	Approve the Mt. Hood Cable Regulatory Commission FY 2015-16 budget (Ordinance) (Y-4)	187184
Office of Neighborhood Involvement		
*625	Authorize \$36,000 total in an Intergovernmental Agreement between the Office of Neighborhood Involvement East Portland Action Plan Municipal Partnership Project and Portland Development Commission for Developing Prosperity In East Portland project (Ordinance) (Y-4)	187185
*626	Authorize \$1,618,079 for grant agreements to be divided among the five non-profit neighborhood District Coalitions to support Neighborhood Associations and community engagement activities from July 1, 2015 through June 30, 2020 (Ordinance) (Y-4)	187186
*627	Authorize grant agreement with Kenton Action Plan for \$12,527 for Neighborhood Small Grants Program within the target area of North Portland Neighborhood Services to increase community involvement (Ordinance) (Y-4)	187187
Commissioner Nick Fish Position No. 2 Bureau of Environmental Services		
628	Authorize grant agreements or Intergovernmental Agreements with 13 community groups related to the Community Watershed Stewardship Program up to \$100,000 total (Second Reading Agenda 588) (Y-4)	187188

<p>629</p>	<p>Authorize the Bureau of Environmental Services to execute a Temporary Construction Easement and Permit of Entry with Waverley Country Club as part of the Sellwood-Moreland Sewer Rehabilitation Project No. E10333 for \$19,500 (Second Reading Agenda 589; repeal Ordinance No. 186512) (Y-4)</p>	<p>187189</p>
<p>Commissioner Dan Saltzman Position No. 3 Portland Fire & Rescue</p>		
<p>630</p>	<p>Authorize an Intergovernmental Agreement with Clackamas Fire District #1 to donate three Zoll defibrillators (Second Reading Agenda 590) (Y-4)</p>	<p>187190</p>
<p>Portland Housing Bureau</p>		
<p>631</p>	<p>Authorize Intergovernmental Agreement with Multnomah County and the City of Gresham for \$3,400 and \$10,000 respectively for production of the new Consolidated Plan fiscal years 2016-2021, annual Action Plan FY 2016-2017, Analysis of Impediments to Fair Housing, updates and other plans and performance reports as requested of the Consortium by HUD (Ordinance)</p>	<p>PASSED TO SECOND READING JUNE 24, 2015 AT 9:30 AM</p>
<p>Commissioner Amanda Fritz Position No. 1</p>		
<p>*632</p>	<p>Authorize grant agreement with Outgrowing Hunger in the amount of \$25,000 to support community farming opportunities and interim-use gardens for food-insecure communities in East Portland (Ordinance) (Y-4)</p>	<p>187191</p>
<p>Bureau of Development Services</p>		
<p>633</p>	<p>Amend Seismic Design Requirements for Existing Buildings to update code references, add language to maintain minimum seismic design loads for existing buildings at current levels, revise definition of structural systems damaged by catastrophic events, provide a definition of occupant load and other previously undefined terms (Second Reading Agenda 593; amend Code Chapter 24.85) (Y-4)</p>	<p>187192</p>
<p>REGULAR AGENDA MORNING SESSION</p>		

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Mayor Charlie Hales Bureau of Planning & Sustainability		
634	Extend contract with EC Company and increase the total not-to-exceed amount to \$3,000,000 for solar system installation services (Ordinance; amend Contract No. 31000217)	PASSED TO SECOND READING JUNE 24, 2015 AT 9:30 AM
Bureau of Police		
*635	Amend contract with TASER International Inc. to extend the term and amend the not to exceed amount to purchase the new TASER model for an estimated \$1,790,000 (Ordinance; amend Contract No. 30003312) 20 minutes requested (Y-4)	187195
City Budget Office		
*636	Adopt the Supplemental Budget for the FY 2014-15 Over-Expenditure process and make budget adjustments in various funds (Ordinance) 10 minutes requested (Y-4)	187196
637	Authorize temporary operating loans between various funds to provide interim funding to cover lags in federal, state, and other grant reimbursements and other negative cash and fund balances (Resolution) (Y-4)	37131
Commissioner Nick Fish Position No. 2 Bureau of Environmental Services		
638	Authorize a contract with the lowest responsive bidder for construction of the Columbia Boulevard Wastewater Treatment Plant Lagoon Reconstruction Phase 3/4 Project No. E07146 for \$11,000,000 (Ordinance) 25 minutes requested	PASSED TO SECOND READING JUNE 24, 2015 AT 9:30 AM
639	Authorize a contract with the lowest responsive bidder for construction of the Piedmont Sewer Rehabilitation Project No. E10332 for \$3,500,000 (Ordinance) 15 minutes requested	PASSED TO SECOND READING JUNE 24, 2015 AT 9:30 AM

At 1:05 p.m., Council recessed.

June 17, 2015

A RECESSED MEETING OF THE COUNCIL OF THE CITY OF PORTLAND, OREGON WAS HELD THIS **17th DAY OF JUNE, 2015** AT 2:00 P.M.

THOSE PRESENT WERE: Mayor Hales, Presiding; Commissioners Fritz and Novick, 3.

OFFICERS IN ATTENDANCE: Karla Moore-Love, Clerk of the Council; Lisa Gramp, Deputy City Attorney; and John Paolazzi, Sergeant at Arms.

<p>640 TIME CERTAIN: 2:00 PM – Improve land use and other City regulations through the Regulatory Improvement Code Amendment Package 7 – Technical Amendments (Ordinance introduced by Mayor Hales; amend Title 11 and Title 33) 30 minutes requested</p>	<p>Disposition:</p> <p>PASSED TO SECOND READING JUNE 24, 2015 AT 9:30 AM</p>
<p>641 TIME CERTAIN: 2:30 PM – Amend the Central City Plan District to increase the height limit on Block U of Couch Addition and support construction of a headquarters building for the Multnomah County Health Department (Ordinance introduced by Mayor Hales; amend Title 33) 45 minutes requested</p>	<p>PASSED TO SECOND READING JUNE 24, 2015 AT 9:30 AM</p>
<p style="text-align: center;">REGULAR AGENDA AFTERNOON SESSION</p> <p style="text-align: center;">Commissioner Steve Novick Position No. 4 Bureau of Transportation</p> <p>642 Vacate a portion of an unnamed street north of N Schmeer Rd subject to certain conditions and reservations (Hearing; Ordinance; VAC-10091)</p> <p style="text-align: right;">PASSED TO SECOND READING JUNE 24, 2015 AT 9:30 AM</p>	
<p style="text-align: center;">Commissioner Amanda Fritz Position No. 1 Portland Parks & Recreation</p>	

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<p>643 Amend Portland Parks & Recreation smoke and tobacco-free parks policy enforcement strategy (Ordinance; amend Code Section 20.12.110) 20 minutes requested Motion to adopt Fritz substitute wording for Directive a: Moved by Fritz and seconded by Novick. (Y-3)</p>	<p>PASSED TO SECOND READING AS AMENDED JUNE 24, 2015 AT 9:30 AM</p>
<p>644 Approve the designation of five trees as City of Portland Heritage Trees and remove the Heritage Tree designation from six trees (Second Reading Agenda 605) (Y-3)</p>	<p>187198</p>

At 3:03 p.m., Council recessed.

June 18, 2015

A RECESSED MEETING OF THE COUNCIL OF THE CITY OF PORTLAND, OREGON WAS HELD THIS **18th DAY OF JUNE, 2015** AT 2:00 P.M.

THOSE PRESENT WERE: Mayor Hales, Presiding; Commissioners Fish, Fritz, Novick; Commissioner Saltzman teleconferenced. 5

OFFICERS IN ATTENDANCE: Karla Moore-Love, Clerk of the Council; Ian Leitheiser, Deputy City Attorney; and Mike Cohen, Sergeant at Arms.

The meeting recessed at 2:25 p.m. and reconvened at 2:33 p.m.

645	TIME CERTAIN: 2:00 PM – Conduct a Proposed Use Hearing on State Shared Revenue (Hearing introduced by Mayor Hales) 30 minutes requested for items 645-650	Disposition: PLACED ON FILE
646	Certify that certain services are provided by the City to establish eligibility for State Shared Revenues (Resolution introduced by Mayor Hales) (Y-5)	37132
*647	Approve accepting funds from the State of Oregon under the State Revenue Sharing Program for the fiscal year beginning July 1, 2015 and ending June 30, 2016 (Ordinance introduced by Mayor Hales) (Y-5)	187199
*648	Approve a fund statement of purpose for each City fund and rename the Spectator Facilities operating Fund to the Spectator Venues & Visitor Activities Fund (Ordinance introduced by Mayor Hales) Motion to adopt City Budget Office substitute Attachment F to correct scrivener’s errors: Moved by Fish and seconded by Fritz. (Y-5) (Y-5)	187200 AS AMENDED
*649	Adopt the annual budget of the City and establish appropriations for the fiscal year beginning July 1, 2015 and ending June 30, 2016 (Ordinance introduced by Mayor Hales) Motion to adopt Fritz amendment to Attachment D Budget Notes for Bureau of Development Services and Portland Housing Bureau: Moved by Fritz and seconded by Fish. (Y-5) (Y-5)	187201 AS AMENDED
*650	Approve levying taxes for the City for the fiscal year beginning July 1, 2015 and ending June 30, 2016 (Ordinance introduced by Mayor Hales) (Y-5)	187202

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651 **TIME CERTAIN: 2:30 PM** – Proclaim June 19, 2015 to be Juneteenth in Portland (Proclamation introduced by Mayor Hales and Commissioner Novick) 20 minutes requested

PLACED ON FILE

At 2:40 p.m., Council adjourned.

MARY HULL CABALLERO
Auditor of the City of Portland



By Karla Moore-Love
Clerk of the Council

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

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Closed Caption File of Portland City Council Meeting

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

Key: ***** means unidentified speaker.

JUNE 17, 2015 9:30 AM

Hales: Welcome to the June 17 meeting of the Portland city council.

Fish: Here **Novick:** Here **Fritz:** Here **Hales:** Here

Hales: good morning, everyone, welcome. We have communications items up front followed by several time certain items, presentations, proclamations, and other business, and then the regular calendar after that this morning, if you are here to speak, we welcome the public to the council chambers for these deliberations. During the time of our regular council calendar, there will be an opportunity to sign up and testify on items that are on our calendar today, so please do, if you are interested. When you do testify, you need only state your name for the record. You don't have to give us your address. If you are a lobbyist, representing an organization, under our code, you need to disclose that, and if you are representing an organization, it will be nice to know who you are with. We have time limits, and there is a buzzer that indicates that two minutes and 30 seconds, that you are within 30 seconds of using your time, and another buzzer and lights indicate your time is up and someone else needs to have a chance to speak. When it comes to people having a chance to speak, we ask that we maintain some courtesies in this chamber, and that is if you agree with someone and want to show support for their point of view, just give them a thumbs up or a wave of the hand, and if you also feel so inclined, if you disagree with them, likewise, but we ask that we not make vocal demonstrations in favor or in opposition to our fellow citizen's points of view so everybody gets heard. Finally, if there is conduct that disrupts the meeting, the person disrupting the meeting will be warned and asked to leave the chambers and then excluded if they are unable to get the message. So, that's the rules of procedure. We want to welcome everyone, and let's move first to communications items, no. 607.

Item 607.

Hales: Come on up. Not here yet, ok. We'll see if he arrives in time later. 608, please.

Item 608.

Hales: Good morning.

Marilee Dea: Good morning. Well, I am, actually, going to wear two hats. So, here's my first hat. And that is that I am a nurse practitioner, and I work with medical teams international, and I go to emergency regions when there is an emergency for them. And my most recent deployment was to the Philippines where there had been a 236 miles per hour typhoon. It was the greatest wind on record in the history of the earth. And it occurred because the sea is warming up there, faster than any other place. It's three degrees Fahrenheit hotter, and that caused the typhoon to have so much more power, that when it hit land, in a place called toclavan, it tore children away from their parents' arms, all the houses that were wood, blew away, and the trees which they depend on, the coconut trees, blew away, also, and at the same time the cargo ships went with an 18-foot wall of water came over the city afterwards, came over on top of their town. So, they had five cargo ships. Can you imagine a cargo ship on top of city hall, and that's what they are left with. We went to take care of. The Philippines know that this is because the world is getting hotter and that the typhoons are going to get stronger. This is going to happen to

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them again. And they know that it's human-caused and fossil fuel is the leading cause of it, and they asked me to come back here and talk to you, as officials, and tell them to stop the fossil fuel. They in the Philippines are on geothermal, and they ride bikes for the most part. Not in manila, but out where I was. Right now, Kate Brown, just reported that we have 19 counties in Oregon, I think that's out of 32, that are experiencing a drought right now, and that means that we're going to be in for it with lower crops and fires this season. Probably, and I think that it's really time that we do something seriously about it. I think it's time that we have a really clear, firm, climate action plan. Which I know you are going to get to later. And that we have no fossil fuels, and that includes propane that we get off of them entirely over the next period of time, which I hope is short. And that we divest totally by 2020 out of fossil fuels, and that we really -- I think Portland does a great job of looking at carbon reduction, all the things that we do, but I think that we need to do a lot more to get where we need to go to. So, now, I am changing my hat here, and putting on my cully association of neighbors farmer's hat because I live in cully, and it is the most diverse --

Hales: You used up your time but tell us about your statement from cully.

Dea: So here's my statement from cully.

Hales: I will need to read it.

Dea: Can I just read one part of it or no? Just a quick deal? Cully always researches well and we're opposed to the pembina, and we wanted you to know two things that are really important that you don't know. And that is the sandina labs who does the atomic research has looked into propane and say no propane train can come through with more than 20 cars because if it derails and explodes, it will take out a massive amount of area, so no train can have 100 cars of propane through a residential area, so that's one. And the other one is, that Propane really, is fracked and releases methane, which is 83 times worse than carbon dioxide, and so it's really a greenhouse gas that is worse than oil and coal now, they are finding out. So, it's a bad one, not the bridge. Thank you very much.

Hales: Thanks for coming.

Fish: Mayor, a quick update in this excellent testimony that we have, it refers to the drought that Oregon is experiencing, and the 19 counties, so we get, obviously, a lot of calls from people -- thank you -- asking where we stand in Portland, and the answer is, we are working with the governor, Richard Whitman, and the regional consortium on this question of the statewide drought, but the good news is that because of the foresight of people over 100 years ago and the bull run watershed and our Columbia well water, we have all the water that we need in the summer. So, Portlanders and regional partners are not at risk of drought this summer, but there are significant shortages statewide, and we'll be trying to figure out a way on how we can help with that.

Hales: That's great, thank you.

Hales: Ok, let's take 609, please.

Item 609.

Kelly O'Hanley: Hi, I am directly talking about pembina. My name is Kelly O'hanley. I am a lifelong Presbyterian. I served as an elder and deacon and vice president at rose city park Presbyterian church, and I was able to be on the nation-wide call hosted by the Franciscan network and learned a bit in anticipation of the [inaudible] that will be coming out tomorrow. A encyclical is a letter that is circulated to bishops and shared with the community, and this one is going to be different. It is usually about matters of faith. This will be different because Pope Francis is different. He will be calling everybody to action. He'll be calling us to protect creation, and if we listen we will be different. We are in need of a spiritual awakening. He'll be telling us about a core teaching that seems to be forgotten is that the earth is a gift that we cannot stand apart from creation. That we should not be destroying it or compromising it. In a mass in May, Francis warned the

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powers of the earth that god will call them to judgment one day if they don't do enough to protect the environment, and the poor. There are times in life and in history when decisions of consequence must be made. That time is now, the time to act is now. It is urgent. He speaks about the aspect, or will speak about the aspect of the justice that the poor who have done the least to cause climate change will shoulder most of the burden. The pope wants to be a united, divided world, Catholics are by no means the ones interested in climate change. We anticipate a Muslim [inaudible] on climate change, Hindu proclamations, of the Christians and Jews, all joining, let 1,000 flowers Bloom, and the question is, where will we stand? Will we stand with the community of faith. It has been noted that the coal industry has started to adopt that language of morality. That we have a moral duty to let the developing nations use coal and other fossil fuels. However, ultimately this is a cynical, strategy bound to fail because they are -- the coal and fossil fuel industry is no longer denying climate change, and they are treading on the territory of morality of choices. In fact, it's too late to have developing countries go down the path that we have trod. We need to be helping them with technology to move to green energies. Is that the beep?

Hales: You have 30 more seconds.

O'Hanley: Economists and sciences have done their part. It's now politicians that have to do their part, and that's where everybody in this room comes into play. We anticipate that climate change will be part of the elections in November. There is going to be a big, united nation conference in November, and so, in summary, 2015 will be extraordinary. That's the good news I have come to share. As Portlanders, Oregonians, Americans, and humans who love our home, last sentence, we are invited to join arm in arm, turning from the old towards the new, for now, we see in the mirror, dimly, but we can act increasingly in faith, hope and love to protect the environment. Thank you, god bless you, and let's act in faith. Thank you.

Hales: Thank you very much. Thank you. 610, please.

Item 610.

Hales: Good morning, sue.

Sue Dicile: Good morning, Mr. Mayor and commissioners and thanks for having me this morning. I am here to highlight a couple of aspects of our fiscal 2015-2016 MHCRC budget request. It's -- and you also have our annual report being distributed, and I would like to highlight some parts of that. As you know, the mhcr is an intergovernmental partnership among Gresham, Fairview, Troutdale, wood village and Multnomah County. In each jurisdiction, appoints citizen representatives to the commission, and of course, that's why i'm here as a Portland representative. We have oversight of enforcement and public benefit responsibilities for the cable franchises that serve our cities and the county. And in Portland, we have two franchises, one with Comcast and one with century-link. So, we are pleased to have this annual report in front of you today. And I just wanted to highlight a couple of things that you will find in there. Mhcr granted over \$2 million in the 2014-2015 year to local schools, libraries, to nonprofits and to local governments. The grants also leveraged \$4.1 million in additional research for the projects. We launched the tech smart initiative for student success in the fall of 2014. It's up and running. We are really excited about this program. A description of that and of our other grants can be found in the annual report. The mhcr provided funding and franchise enforcement support to Portland community media. This year, pcm produced 3,500 programs and trained close to 700 citizens in digital skills, production skills, and digital literacy skills. As you know, affordable broadband has become more critical to our public institutions, and we continue our work with the institutional network, aka, the I-net, which provides high-speed broadband connectivity to 293 schools, libraries, and other agencies throughout our county. We

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address consumer protection issues, both broadly and with individual subscribers. For example, we worked with Cable Company on issues related to clear information on subscriber bills. Use of electronic messaging to subscribers, service installation scheduling, and we assisted citizens with 218 individual complaints. I am happy to report that our independent audit for 2013-2014 found our financial statements barely represented, our financial position, and the full audit document is available on our website. So, onto the budget. The mhcr, 2015-2016 budget represents the status quo but also it looks to the future.

Hales: We are going to give you some extra time since you are reporting on one of our commissions.

Dicile: The commission projects that the franchise fee revenue will remain flat in the upcoming year. Jurisdictions, contributions for the operating budgets have increased slightly due to cost of living increases. Portland's contribution in fy-2015-2016 is 296,435. And as you know the other jurisdictions contribute, also. We anticipate that 2015-2016 will be a focused planning year, considering rapidly evolving technology and public policy and our community's increasing reliance on the availability of broadband, and we are turning our sights towards those issues and to the future, and we look forward to working with you and your staff and our communities to identify needs and opportunities around broadband. Our budget includes funds to assist mhcr in this endeavor. So in conclusion, we respectfully request that council approve the 2015-2016 proposed mhcr fund budget, and if there is questions, I would be happy --

Fish: I have a couple questions, first, thank you for coming to council and reporting the way you are doing. Not everybody does in our community so thanks for doing that. When is that budget ask coming before us? Is it part of what we're going to do tomorrow or coming to us separately?

Hales: It's a separate item.

Fish: In your report, carol, you highlight something --

Dicile: I am sue. Yes.

Fish: Sue, you highlight something in your report that's very important. Last year, this council, I think it was last year, supported the earl boyle's early learning program, and it's something that we're very committed to, so the fact that you are, then, giving a substantial grant to help with technology is a good partnership. The one thing that I would just urge you to consider in the next report, there is a ton of really good information in here, but I think for us it would be helpful if there was a page that showed sources of funds and how you allocate them. It's the only thing that I don't see here, and I am sure that if I went online I would find it. But, I would urge you to put two pie charts so that we can see where you get why you are money and where it goes out the door, I think the public would be interested.

Dicile: Sure. We would be happy to do that. It's not that hard. It's a result of the cable franchise and -- but there are some discreet envelopes of money that can only be used for certain purposes. So sure. That makes perfect sense, commissioner. Thanks.

Hales: And the summary numbers you have here are compelling. I don't think a lot of people know what a success story this is, that you are only spending about 4% of the revenue flow on your own operations, so you and the other commissioners and the staff are really taking that broad public benefit responsibility seriously, and getting most of the door, money out the door in services and grants. And that's really excellent.

Dicile: Yeah. We're proud of that, also. Thank you.

Fritz: I want to add my thanks to you and your fellow commissioner and is to Mary Beth henry, from the office of community and technology, this is, indeed, a remarkably different story from the one that we were told five years ago, and you worked really hard to make

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things go as smoothly as they are. Particularly, also, we want to comment c.c., who we know well at Portland community media, working with the commission and the board there to get that organization on such a great footing, that it is now. So thank you very much for all your service.

Diciple: Oh, absolutely. Yes. Been a pleasure.

Fish: I want to acknowledge that the great socialist leader Norman Thomas is a member of the board, so interesting.

Hales: Thank you very much.

Diciple: Absolutely. Thanks for your time this morning.

Hales: Thank you. And then we have one more public Communication item 611.

Item 611.

Hales: Good morning.

Fern Allen: I am Fern Allen. Thank you to the city council and the mayor for your time. I would like to talk to you today about dance, in particular, the teens and dance. I have seen the rash of gun violence lately. I know that it's a problem that's never too far from popping off in many parts of Portland throughout the years. I was at the last Thursday event recently just a block away from the gunfire, and ran towards it because I was concerned my own son was there. He's 15 years old and grew up with the boys who were shot. Luckily for me, my son had wandered the other direction minutes before, and missed the gunfire that I heard as fire crackers right by my vending booth. That's just one very public incident that too often happens, something that occur and is we dismiss as gang violence, is that the teenagers and neighborhoods are less valuable or less terrorized because we have downgraded the terror as gang violence. I see this that there is a great need for fundamental-free and low-cost offerings that foster self-respect, self-care and self-interest and self-love. Through mandates such as common core and standardized testing, much of what we provide children and teens today are representative and multiple choice learning models that do little to nothing to encourage the unique and gorgeous nature of each individual child. How can we mirror to these teens their brightness, beauty, their special creative spark? How can we provide a platform for them? Four years ago I found dance. Not just any dance, but a dance gathering that I can best describe as free dance, although it has names such as sacred or exotic dance, as well. I attend twice a week in different locations. Basically, a deejay plays music and all the people start to move freely or stand or sit freely or do head rolls or anything that they want. For an hour around, there is no instruction. Other than there is no talking on the dance floor. People are free to dance and move and listen to their bodies and listen to their own stories and tell their own stories through their bodies and dance. There is no one telling you what to do. How to move. What your story is. There are only people possibly witnessing your story, as you tell it, and sharing your story with you through dance. Everyone is allowed in every story and dance is welcomed. I propose that this kind of dance can be offered in high schools and community centers specifically for teens as an intentional response to the rash of gun violence. Recently you generously made Matt Dishman opened to teens for the summer there are classes offered. Free dance could be an amazing offering to teens there through the summer and brought to the high schools into the next School year. Basically, all that's needed is a paid location, sound equipment and facilitators that could be paid or volunteer. It is an easy type of teen event to set up in schools and community centers and make it accessible to teens. The teens could facilitate and participate in every part from the management of signing waivers to the selecting and deejaying music to leading and all the dancing. This is the kind of team community building our neighborhoods and cities require after the darkness we have faced together recently. Let's offer our kids something fun, free that they can express themselves and get to know each other in a safe and positive

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environment. Thank you very much for your time and your help governing this beautiful city.

Hales: Thank you for coming. You are really in the right place at the right time because there is a program the council is approving in our budget, the parks bureau is not only going to make Matt Dishman free for teens but also have 160 Saturday nights at four different community centers where we want to partner with groups in the community, so commissioner Fritz and I keep developing this program gradually. I would urge you to get in touch with Eileen Argentina. Quite the name, Eileen Argentina, from the parks bureau, and she can talk with you about that because we're looking for community-based nonprofits to put programming into those 160 nights, so you may be in the right place at the right time.

Allen: I want to say utilize myself or many dance colleagues for questions, internship or employment in putting together these programs. We have lots of people interested.

Fish: Your child was a block from 20th --

Allen: Myself and my son, yeah.

Fish: My daughter was at 20th and Alberta, and she texted me as the shooting erupted so my heart goes out to you.

Allen: And I know that you were -- we were all right there.

Fish: The two other ideas just a thought, we'll follow-up, one is that Sunday parkways has a dance component in the parks, one of the most successful aspects, one of my favorite things, and it's led by parks but does not necessarily have to be. And the other thing is the arts tax is now funding dance in schools. So, I will shoot you an email to find out if sacred dance, the dance that you are interested in, potentially, fits in with the programs of arts in the schools.

Allen: Awesome. Thank you very much for your time.

Fritz: Thank you for your testimony for volunteering to help provide this service to our youth and be part of it. Please, contact Eileen Argentina in parks.

Allen: I will.

Allen: Thank you very much.

Hales: Thanks for coming. So did Mr. Beck arrive? Ethan Beck? Ok. Then let's move to the consent calendar and time certain items. I have requests to pull a couple of consent calendar items to the regular calendar. One is 620 and another is 621. Any others that need to be pulled? From the consent calendar? Let's take a vote on the balance.

Fish: Aye. **Novick:** Aye.

Fritz: None of the folks in 617, which is appointments to Portland parks board were able to attend which is why it is on consented but I want to thank [inaudible] and Judy, Tonya, Cathy, and Christopher for their service on the parks' board. Aye.

Hales: Again, I want to thank Sue for coming this morning and the fact that the cable commission's budget adoption is this easy and uncontroversial is one more sign you are doing good work, aye. **Hales:** Ok. Time certain, item 612.

Item 612.

Hales: I am very pleased to welcome a panel, and if you want to pull up a couple more chairs so that you can have all five of you up at once, I think there will be five at once, Kelly Roy from adx and Portland made, Katrina Scotto di Carlo from support land, and Joshua Lifton from crowd supply, and Dana and Sarah from school town are part of this movement here in Portland, and had the opportunity to go to the white house and talk about what's happening in Portland and had conversations with them already, but really wanted the council to hear their report about the state of the movement and where we sit nationally, and what some of the opportunities and problems facing makers in Portland are, so I just want to welcome you all and appreciate the chance for the council to hear your report.

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Kelly Roy: Thank you. I appreciate you having us. I am Kelly Roy, and I am the owner and founder of adx, which is Portland's maker space, and also, of Portland made, which is a collective of makers and manufacturers throughout the Portland region who create over 1,000 jobs and over 270 million in revenue. That's as of last year, and we have multiplied the membership by five times, so you can do the math and see the economic force that the maker movement is in Portland. This contingent here in front of you we went to -- we were invited by the white house to become part of the makers round table with representatives from cities around the country who are part of this movement. If you have not heard about it, it is sweeping the nation and the world, and Portland has really exerted itself as a leader in the movement, and what has distinguished us is our very Portland approach, which is very entrepreneurial, so all my colleagues here are entrepreneurs, who own their own companies, and I will let them introduce themselves.

Katrina Scotto Di Carlo: Katrina Scotto Di Carlo, and I am the co-founder of support-land.

Joshua Lifton: I am josh, the co-founder and ceo of crowd supply. We are a locally-based crowd funding platform for physical manufactured goods, and we ship all over the world, and we take projects from all over the world, and we have a heavy Portland and Oregon base, customers and creators, but a lot of demand outside of Portland for Portland, is what we're seeing.

Sarah Tunstall: Sarah, co-owner of spool town. We're a small-run sewing factory. We make mostly bags and accessories for 8200 clients across the country and Canada.

Hales: And there is a button on the bottom of that. There you go.

Dana Hinger: I am Dana, and I am also the co-owner of spool town. So we, like Sarah said, we represent 80 to 100 clients per year over the years, we probably work with 400 or 500 different clients, so we represent a lot of small businesses outside of Portland, but ultimately we're bringing that money into Portland.

Roy: One of the things that we noticed when we were at the white house is that Portland really stands out for our approach to this movement. It's been very entrepreneurial, very grassroots, and the eco-system that is here in Portland really gives us an opportunity to continue to lead that movement and provide some examples to other cities for how to support makers and manufacturers. Portland is very fortunate in that we have a long history of manufacturing from Pendleton and Jansen to Gerber knife and Chris king and Leatherman and bull's eyeglass, the joinery, and these are all founding companies that have grown to become a big part of our economy, and the groups that we are working with, the companies that we're working with are generally small startups just getting into manufacturing a product, so adx provides the tools and resources for prototyping typing your production, crowd supply gives you a platform on which to launch your product and get funding, and once you get funding and you are ready to take the product to market you can take it to a manufacturer like spool town to produce it in small batches, which is a huge challenge, and consumers can support the whole system through support Portland by buying local. We often hear about big tech investors and angel investors and venture capitalists, and our investors are consumers. So, consumers purchasing locally made goods are what provides this success, and educating and informing consumers about these products is a critical part of Portland made telling their stories and getting them into the factories, showing them how a sausage is made, so to speak. And one of the big threats that we are experiencing as makers and manufacturers has to do with real estate, and we're really seeing the pressures in the central east side. So, the southeast quadrant plan is something that you all have been working on, and in reviewing, and through our experience, connecting with other cities around the country, we have a couple of case studies that we have provided to you in your handouts. From San Francisco and

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Philadelphia, on policies that can be used to protect and preserve manufacturing in the central city. These are culture makers. This is -- these are the people who are making our city the thing that is attracting so many people here. And keeping manufacturing visible and in the heart of the city is very important to the success of these companies. So, we provided you with some of that information so we can work together with you as you continue to develop the southeast quadrant plan to give specific examples of how land use policies can be used to preserve and protect industrial land, as you know, there is a, a lot of pressure on the central east side. There is a lot of cash money, mostly from the marijuana sector, coming into the city, putting cash on the table for buildings that have traditionally been in manufacturing, that infrastructure that's there in the form of electrical lighting, just the nature of the buildings. We have invested a lot in that infrastructure, and it's converting that to office. It takes that away from the manufacturing sector, so the examples from San Francisco, they use policy to preserve manufacturing uses in new development while allowing for a creative office but it requires that a certain amount of the buildings get preserved and protected for light industrial, so we thought that that was a great example for new construction, and then Philadelphia, who also has a long history of manufacturing, has a lot of existing infrastructure, and there is some good examples there on how to preserve and protect that existing infrastructure while allowing for increased manufacturing density. So, the nonprofits, development companies, and land trusts are things that other cities, with hot real estate markets, are looking at to provide affordable real estate to makers and manufacturers.

Fritz: Have you participating in the southeast quadrant plan and talking to the bureau of sustainability?

Roy: All our members of Portland made have been tracking the southeast quadrant plan. We have not necessarily attended the meetings. We're all entrepreneurs and running our own businesses. But it's something that we've been interacting with pdc regularly and staff, so we're trying to make sure that we provide you with the resources that we are aware of that can be used to protect manufacturing. The importance not only with the close proximity is just the economic contribution that these companies are making to the city. So, like the thousand jobs, just -- and these are just Portland made members, 270 million in revenue, that money -- so Portland is great for the research that it does on local economies, and I don't know, Katrina, if you want to explain the multiplier effects but having that money stay locally in our community is critical, and so that kind of is protecting the land use for manufacturing is really important.

Fritz: I very much share your concern and I hope that we can have a robust discussion next week when we do the southeast quadrant plan because it's one thing to share the goal and the other to have the regulations that make sure that we protect those great manufacturing jobs. Thank you very much for raising and also for providing code from elsewhere that we might be able to incorporate when we get to the council.

Fritz: Do you want to add anything?

Hales: About this real estate issue, I can't imagine a more timely moment, actually, for you to be here at the council discussion because we are about to get the proposal for the southeast quadrant plan. We say it here all time, but I will repeat it, we always say that we want the planning commission to get something to maybe the 85th percentile, we don't expect the city council will rubber stamp what the planning commission produces, and that we exercise our best judgment and make changes, and frankly, i'm not sure if we have got it right, essentially, on the central east side so that's why this is so timely, and I will be in san Francisco this weekend for the U.S. Conference of mayors so I will call on kelly to give you specifics to look at there, and also, I will be spending time with our friend and colleague, the mayor of Philadelphia, because we end up working on a lot of the same

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issues as Philadelphia does, and so I want to look very closely at what they have done in those other cities because our situation, actually, is comparable, you know, a lot of times Portland is the only one, you know, the only one with a streetcar. We used to be. The only one with a light rail -- well, used to be, the only one with an urban growth boundary -- that's still mostly true. But in this case, and a lot of other cities are dealing with the same pressures, all this tech growth is driving out indigenous manufacturing and up home ownership costs dramatically in other cities, so I think it's really going to be useful for us to have the kind of dialogue that you had at the white house and that we have the chance to have with other cities and make sure that we're using the best practice that we could find, whether it's our own creation or something that we borrow from another city. It's helpful that other cities are suffering from the same problems because they thought about this, too. So, couldn't be more timely, and again, I want to just signal that even though I believe that the bureau has done a good job and even though we had a great committee from the district that's done good work. I am not sure yet that we have got it right in terms of what we have in the plan, and that every comprehensive plan is a plan to protect things and a plan to change things. We have places in the city that we know that we want to change. And we have places in the city that we would like to keep like they are. And the southeast quadrant is a bit of both. So, how do we do that? And your advice and participation, yes, your, you are busy entrepreneurs, but over the next weeks and months, is pretty critical because we kind of have a 20-year shot here at getting this right or wrong. And obviously, you all know which one we want.

Lifton: I would reemphasize Kelly's observation that Portland really was quite different in the context of the Whitehouse makers roundtable connect. Everyone else there had an organization or a foundation or a university backing them, and really, we were the only city there that's just entrepreneurs. Everyone else was talking about education, which I am all for, of course, and stem and steam, which are very interesting. We were the only ones really talking about manufacturing and business development and job creation. I think that, as you alluded to with the venture-backed tech companies, fairly quickly moving into town, which of course, has some benefit to the city, and it's easy to see that in numbers, it's harder to see the whole eco-system that Portland already has, with the full benefit. It's more from a robust, not as much rolling dice and it really brings in the type of salary, the type of jobs, and the people that we want in Portland. So, not to be underestimated but I don't think it's as well represented. That, of course, is the role of government.

Fish: Can I ask a question since you were in Washington and you got a sense of how our peer groups perceive us. So, I sometimes think it's a well-kept secret that we make a lot of things in Portland, and we know that, you know, we make big things and small things. We make rail cars and barges and Daimler trucks but also bicycle frames and coal wooden things and frames and everything in between. What do people nationally think of when they think of Portland? Do they think of us as a place that makes things?

Roy: Well, as many of you know, Portland is really hot right now, and another reason to capitalize on this movement and this moment in time. We're not only nationally known but internationally known. We have flocks of Japanese tourists coming here to buy our goods. Adx has hosted 75,000 people from around the world through our space in the last four years. So, certainly, Portland is on everyone's map, and everyone is looking to Portland, but there are other cities that have similar kind of infrastructure and movements happening. San Francisco and Philadelphia, Detroit, obviously, is trying to make its resurgence. But, it did stand out to us that we were the only entrepreneurs at the table. Other cities had representatives From their mayor's office, from large foundations, and from large companies that were fully funding these movements, whether it was education, real estate subsidies, and any number of tools that can be used to support an industry that

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is providing economic opportunity for, you know, for good, middle class jobs, and I think that that's a lot of what we're talking about right now as a country is everything in the middle is missing. Not every kid is college bound. There needs to be employment opportunities for kids that take a non-traditional approach to their careers. So, there are similar issues that people are struggling with, in workforce training because of the fact that we have moved all our manufacturing overseas through bad trade policies. And there are issues around real estate, and some of the hot real estate markets around the country, so those are the two big issues that are similarities, but Portland, like a lot of our movements, I liken it to the early stages of the green building movement, our sustainability movement when people were struggling with the language, what is a maker. What is a maker space, what are we talking about? So we're really trying to help develop some definitions and some common language about what it is that this movement is all about, and what its impact can be, and we're trying to keep Portland on the leading edge, on the bleeding edge of there because that's what Portland does. So, that's what we're really hoping the city will rally behind with us is helping to keep Portland on the top, and looking to other cities for good practices, on the issues that we all struggle with.

Fish: On that note, the city has been very intentional about wanting to be a destination for film and video. So, we actually have concierge training. We have two people whose job it is to welcome and then facilitate and expedite for film and look at the success. We have a lot going on here in that area. One of the -- and your call to action, your first proposal is, an advocate in every agency. And having an advocate in every agency might be a stretch goal initially but I have wondered why we don't have, essentially, concierge service for small business generally. And whether that's dedicated people at pdc or office of business or something else. What would that mean to your sector to have a set of dedicated person or persons that did provide what we'll call the concierge service to help small businesses start up and grow?

Roy: Yeah, and just to be clear, those call to actions are, actually, an etsy report that we included in the packet. It is a very -- a very good and thorough report, and we have been trying to serve that purpose through Portland made, which is a self-funded endeavor, and we have been attempting to work with pdc over the years to try to get some staff involvement and engagement, and They are very open to it. And I think that there is just some confusion about where the money can be spent, and how staff time can be allocated. And I think that it would be a huge help to have somebody who was facilitating this conversation across the eco-system and bringing partners together, and primarily, providing real estate services, real estate placement services, if there are buildings that pdc owns, within our central industrial districts, helping to put makers together, shared manufacturing is the future, and so, having multiple manufacturers in one location is the best use and most efficient use of resources, and also, provides a community of people that can help to support and leverage their success over time. So, having additional staff support within the city, as this movement grows, just like the green building movement. We did not always have an office of, you know, sustainable development. So, we're hoping that, by continuing to work with the city, and navigating through some of these issues, that we would love for the city to fully embrace Portland made as Portland's brand, as we continue to export more products around the world. A cohesive brand has so much impact, and because we work with Portland state university, on this annual survey, that talks about job creation and economic activity, and we have some real data that shows the power of the movement, and having the city Rally behind that brand and to help us connect makers to new marks, overseas, would be really valuable, so certainly staff time, resources from the city, dedicated to keeping this movement elevated and keeping Portland on the cutting edge would be very helpful.

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Hales: You mentioned the workforce. I know Sarah and Dana, you have struggled a little bit to find or train qualified folks. Talk a bit about that. What, not just what the city might do but what -- Benson high school is right up the street from your business so what should be happening at Benson high school given what we want to see continue to happen in the central east side with businesses like yours?

Tunstall: Sure, well I think that Kelly made a great point earlier about how not every student is college bound, and about how there are great entry level jobs with some training attached to them to be had here in Portland that really have a meaningful impact. A lot of our employees are people who have gone to the art institute. They have degrees in fashion design and they are a little overqualified for the positions that they have doing production sewing for us but they are really interested in becoming involved in the industry, and it's a great way in and to get their foot in the door. So, I feel like, you know, we definitely struggle finding employees. Portland never had -- well, we haven't recently had a huge textile manufacturing industry So we don't have a lot of people who are already trained in the skills they need to do the work that we provide. We see ourselves as a training hospital and we hire folks, train them how to do the work and then keep them in there, but I feel like there are lots of opportunities for schools to get and for us to work with schools to train students right out of school, and to move them right into the positions, you know, directly out of school.

Hales: We're going to hear a lot -- I will steal a question from commissioner Novick, we'll hear about transportation in the southeast quadrant plan. How are most of your employees getting to work?

Hinger: I will just yell. The majority of them, they bike or bus. The majority of the employees, are young. They don't live in the outer regions or in Beaverton or in Hillsboro or in Oak Grove. They come from close in locations, which then ties it all back to rent. You know. It took us 5 months of looking at every building that came on the market to get into our space on Southeast 9th, and in all honesty we ended up in that building because of the generosity and the kind of baseline connection that the people who own the building have with our company, which is entrepreneurial grassroots. We built it, there is no VC funding, it's us, so for them, they are an old school electrician company and they own a bunch of buildings and they can identify with us and they understood the baseline of what we were trying to build. And frankly, we cannot compete with the brewery that wants to come in or a distillery with a ton of VC money that's willing to spend 3 times over per square foot, and what we need is an IG-1 building and that's what the tech group wants in terms of the style. So oh, they want to gut them and turn them into raw spaces, and we need to keep them as raw spaces. So it's a very tricky dance we are doing with them. That's why the location matters so much to us is because that's our employee base. And frankly, it's our client base, you know. It used to be when we started 80% of the clients were local. And it slowly shifted over time as we have grown, they have grown, and maybe they are doing their own manufacturing now. Bringing people in from all over from the U.S. And a few from Canada. We get contacted by people from all over the world. The local inner southeast area is ideal for us in terms of the light manufacturing. We don't have a paint booth or anything but we need power and space, open space.

Fish: Kelly and Katrina, a lot of you have great websites and even better apps. And since this is a chance to showcase those, before the council, can you go through how we access your apps and the websites on all the things you are doing?

Roy: Sure. So, adxPortland.com is our website. And I will just speak a bit to the workforce thing while I am saying that, is that adx primarily, wood metals and small batch manufacturing, in those materials, but we're looking at applying the adx model to other industries, like fashion, so that we can do workforce training, like we do at adx. We can

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help designers, we can help educate designers on how to take something to production, and they spend a lot of time dealing with fashion designers that don't understand how to take something through a production process. So, things like that can also help with each of these industry sectors. With providing space and tools and the expertise around incubating new businesses and product development. Portland made is Portlandmade.com. We are a collective of over 500 members from bull's eyeglass to ply work to crown lab to school town, to crowd supply and so Portland.

Di carol: Yeah, so Portland.com, our mobile app, Portland, you can join 80,000 other Portlanders in supporting local independently owned businesses. If you want to like really double up on your Portland made love, you could head over to made here, pdx, which is in northwest quadrant, and you can use their Portland app or your sPortland card there and purchase merits for purchasing a locally made good.

Roy: And we gave you all Portland made cards. The Portland cards in your handouts. So you all have those.

Fish: Let's give a shout out to little boxes because they have an app and they sell stuff that is, actually, manufactured in the inner southeast, so it's another example of just the linkages.

Roy: Yeah, and a good example of -- we all know how rapidly the craft brewing industry is growing. Nationally but especially, here locally. With the recent craft brewer's conference, so overwhelmed the city, and but, adx does production runs, for brewers around the country. We have become the go to tap handle production facility for boeey beer, frame beer, and other brewers around the country. So, that's another kind of business to business connection that's really important is ascertain -- is one, as one industry grows it brings the other industries along with it, and that kind of economic multiplier effect for Portland is huge. So, it's -- the power of the movement, the numbers through the Portland made survey, I feel if we included all the makers and manufacturers in our region we probably would be looking at 15 to 20,000 businesses. So, if you take those numbers, that are in there, and multiply by that, you can start to see what we're talking about, and it really is important to have the space. This is very different than technology. You can, you can started a tech company anywhere. You can start it in a coffee Shop, and you can start it in the basement of your house, but manufacturing needs space. It needs tools, and those are big investments that companies make that make us very good long-term economic stewards of the city, so we're investing a lot in the city, and it's helpful to have the security of seeing our investments pay off over the long-term.

Hales: Please.

Lifton: Speaking to commissioner Fish's question about the concierge service and how that exists for the film industry and also to dana and Sarah's comment about where the base is and how it's in the southeast but also serve internationally. And at crowd supply, I serve as an unofficial ambassador for Portland to the outside world, in the sense that a lot of our clients, people making products and trying to figure out manufacturing and trying to sell it, are often intrigued and enticed by the idea that they can get it all done in Portland. And have us manage that, and have us ship that out to the rest of the world, and so, it's a real, you know, one of the biggest strikes is like I was saying before, the eco-system, and so, having school town close in, with, you know, so I can ride my bike within five miles of my office, and pretty much get anything made that could be made, right. Whether that's a prototype or a small batch or a medium or large sized run is really powerful. And that, that's the eco-system that I think is so invisible but so powerful, so making that more visible is what I would ask. That would be the best thing for us to give to you.

Hales: I appreciate the fact that you got this opportunity to be part of the national conversation on Portland's behalf. And I really appreciate the fact that you are part of the

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local conversation, as well, because it is not just talk. We really are going to make some important decisions that I think are watershed decisions about whether we can keep and grow this sector or not. And I know that you are worried about that, and we should be worried because the market pressures are huge. If we can surf this wave of change the right way, we might be able to get to a good place but I think it really is going to require the council to look with great care at both our strategies in the Portland development commission, and in our plans and policies in the comp plan, I will be spending more time with the Portland development commission, leadership on this, and we're about to have a couple of new folks cycle onto the pdc, and I was suggesting this group, that we might want to take them on a tour of the facilities on the central east side because I think a lot of people are not as familiar as we should be with what's going on. Some of us have had a chance to do that, but I think it's good for us, as policy-makers, and for the members of the planning commission and the members of the pdc to go and visit spool town and see your space and how you operate, spend time at adx because it's a maker wonderland as far as i'm concerned was kelly and her team have brought is amazing. So, I really appreciate what's going on in this movement, and I think that the fact that you got to do this right now, just before we start to make these decisions here, couldn't be better timed. So, that's why I really wanted to give this group a chance to come and check in with us, but I think we want to hear more from you, and in those critical decisions up ahead, so again, we know that you are busy and you have businesses to run, but we're going to keep calling on you to help us make the right choices.

Fish: Thank you for the timing, and I want to put a plug in for the adx lunch wagon which is not only a great lunch but a chance to hear from makers and visiting guests, do you still do that?

Roy: We actually stopped doing that.

Roy: But you can come and have lunch with me any time. I am always there. We do have -- we partner with Burnside brewing and scrap, and we do a making it night, that's coming up, so we're always doing -- we're always doing events at adx to get people engaged in the maker movement. All of the great companies that we mentioned, you know, they all started out of their basements. They were all just people with ideas, but they did not have access to a place like adx, so in some ways we really help accelerate that process and we really want to encourage everyone to come and just experiment and play around and it's a really, a really fun place to be, and you are never know that idea that's been rolling around in your head, just might have legs, and we would love to help. Everyone get those ideas out, and onto crowd supply and in the spool town and through to sPortland.

Fish: I have done the same circuit, the mayor has, and it's very inspiring. And sometimes in economic development, we spend a lot of time thinking about importing the next big thing. And we don't spend as much time nurturing the great things that are happening in our own backyard. And this is something great happening in our backyard, and at our peril we will lose it.

Roy: I think that it gets called the economic guard name.

Fish: And in addition to Kelly and Katrina, two of my heroes, I have to say Betsey and will and all the folks in the trenches, trying to make this movement sustainable, are doing really great work, so thank you.

Hales: Please continue your leadership, and we appreciate you and are honored by the fact that you got to represent Portland at the white house, and we look forward to following up more with you soon.

Roy: Thank you very much.

Hales: Thank you very much. All right. Let's move onto item 613.

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Item 613.

Novick: 613 and 614 are a package.

Hales: You want us to read both?

Novick: They are going to address both of them.

Hales: Go ahead and read the next one.

Item 614

Novick: I would like to note that the reason that we bring 614 before the council today, in particular, is that in the words of the vandellas, summer is here and the time for painting is right in the street.

Hales: Close enough.

Greg Raisman: So thank you very much for time today. We are here today to really build upon Portland's tradition of building community in the public realm. Portland has a long history beginning with the really transformational movement that resulted in, obviously, a big change on the waterfront, this is a, I think, a really emblematic photo of people wanting to reach the river, and when we let them do it, just something beautiful happened, and it really started to change the conversation that's happening for us as a community. You know, building a park is really great, but you know, we have such a bigger canvas when we look at the streets, as far as a place where we can bring people together, and places to meet each other. We have 4,000 miles of road, a quarter of the land mass of the city, and it's a huge inventory, about \$8 billion in assets, and so the more that we can use our talents to get as much out of that as possible, the stronger that we'll be. So, we have a, also, a tradition of reclaiming space with paint. This is a slide about pioneer square, which used to be a Parking garage, and one of the first actions there was to paint the roof in order to show what pioneer square could become if we took out that parking garage. Another amazing movement for us. So, you know, paint, the street, really, grew out of that kind of an idea. Mark Lakeman, whose dad led the process, to install Pioneer Square, as a kid was watching that and was there for that painting, and I think that it inspired a lot for, you know, what we started to do. And when we think about intersection repair projects, which are the street paintings, what they are is a chance to bring people together. And we have seen the movement grow faster and faster. We had our first one in 1996. Today, we have 40. The interesting thing is that in the last four paint seasons alone, we put in 29. These do not cost the city any money. Miller paint provides a 50% subsidy for the paint, cedar repair a 25% subsidy and the nonprofit, and the community raises 25%, so we provide free professional services, and a free permit, and the neighbors, initiate it and install it and maintain it themselves. And there is a lot of community values that come out of it, and mostly, there are about building community and building relationships. There is some misperceptions about them, about traffic. They don't affect traffic. We don't see any change in the speed or the volume or likelihood to stop at a stop Sign. We do see a change in perception because as the places are owned by the community, they pay more attention to them, they start to notice the positive more often and feel better about where they live. So, we have also used them as tools for empowerment. So, this intersection, some children and low income housing development designed the street painting with an artist, and carried the petition and led the process and the painting. And they changed their place. It was a really powerful moment. This neighborhood is using it as a way of crime prevention through environmental design. Building relationships, watching out for each other and creating an environment where it's not comfortable to commit crime. We have also used them as an integral part of the neighborhood greenway program to build community and identity for those greenways about a quarter of these paintings are on neighborhood greenways, and we have also started to use them as a way to literally build the community. This intersection, we work with to do a little intersection realignment,

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basically, a curb extension with community built planters so instead of like an 80,000 bio-swale, it was a free permit that the community was empowered to do themselves. We need to -- we're here to talk about moving away from the intersection or to add to the intersection. To allow for mid-block paintings. These are important because of the long walks, a lot of times, folks. To do them near commercial centers and this is a way to allow that to happen. Sometimes it's just where people want to do it, and we don't have a good reason not to. Except where he need the policy behind it to do it. So, our policy has been working well and bringing people together, and the mid-block street paintings, the permitting will be basically modeled on what we've been doing at the intersections, and significant petition process, and so far, you know, it has been going very well to use that model.

Fish: How does the petition process work and does it -- does the petition call out the art work or the right to put or the in there?

Raisman: It calls out the specific art work. What happens is the community works together on how they want to express what they love about their neighborhood, and they bring it to pbot, and we review it, and there is basic rules like no speech, so no words or symbols, and no traffic control devices, and no copyright material. It gets approved by the city traffic engineer, and once it is approved, we provide them with a petition that says that all the adjacent properties must sign 100% plus 80% along the street for 400 feet, so it's a very high level consensus, and when that petition is going around, they carry the approved design with them so people know what they are signing up for. And some places want to change the design, and we ask them to go through the process again so we know that everybody is included in the decision-making and there is community consensus about what it looks like.

Raisman: I am going to quickly talk about the small community kiosk, the second item on the agenda. Think about the small library boxes you see around town, and we did not really have rules in the encroachment policy to allow for them, so when the county youth violence prevention wanted to build some, we could not say yes. So, now, we're going to allow them in residential settings, and there is very specific size limitations and location limitations, and so, there is rules for guidance. We're saying, here's how big it can be and where it can be, and you have to follow the rules like no nuisances and no communication it has to be in a residential zone and those things, and we can allow one per block face to go in if they follow the rules. So, it all started really with this revolution down at 9th and Sheridan where there was a plate with some chalk on it, and kids used the chalk, and it went out, adults would fill it, and that kind of evolved into a little free library and poetry kiosks, and you can imagine it being used by safe routes to school as a meeting spot for our walking school bus program or games or history kiosks or, you know, etch-a-sketch stations or anything that might make the neighborhoods more vibrant places to walk in. So, you know, really what these rules are accommodating is allowing neighbors to start to dream a bit more broadly about how they want to express themselves and build community and relationships with their neighbors. I want to let mark say a bit about the perspective of the city repair. You looked like you had a question.

Hales: No.

Hales: Good morning.

Mark Lakeman: Good morning. It's great to see you all. Such a pleasure to be here again. Well, I want to just kind of frame what we're talking about today in terms of the Portland tradition of innovation as we retrofit our city, and we certainly have a history of retrofit, whether it's our park system, our neighborhood association system, or our fantastic public spaces. And one of the things that we have learned, even in looking at the way that our housing has developed, is that if we don't, you know, strengthen ethic of engagement,

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there are so many unwatched or unseen areas, departments or context in the city in which development processes will just play out. Without necessarily taking into account things like the fact that house needs a porch. The house needs to talk to public space, the street, as if it's a room, and you know, the city won't be walkable and talk able, that we'll have to driving to everything that we need. So, we've been very busy retrofitting our landscape. But frankly, it's a ubiquitous set of problems and we inherited not only the problems of our Place but we find ourselves in a leadership position for the rest of the continent, and we know it, I think this is a very, this is very exciting, we don't necessarily write it into our -- ok, we don't necessarily write it into our aspirations that we will help everyone else change the world where they live but it seems to be where we are. And I think that we're also talking about that today. One of the things that we're remembering is that there was a time before, you know, before cars existed when the streets were a vital public space, and in fact, it was 1920 when the federal government decided that -- to create the crime of jaywalking. Before that time the streets were used for cultural celebrations, market activities, and birthday parties even, before the rise of the car. But now, as we look through the Portland landscape, for instance here on Sandy Boulevard, this is the only bench for sitting between the Willamette River and 360th street unless you are waiting for a bus, and hardly anyone sits there because we have withdrawn. -- We don't think of it as a place. And really the best places are walkable and talk able, think of the pathways as journeys where you are in a place as you go from place to place, and the retrofit of Pioneer Square is very much this story, and it's one of the most spectacular places in the world. But we have also learned it's not just functional but also symbolic. It helps everyone know that there is a place where everyone can go that they all sort of have a relationship to, and we were very consciously modeling pioneer square after the, some of the most spectacular examples in the world. But, we have also learned since that move, that we need an entire network, an entire fabric of place, in which each neighborhood is punctuated by multiple gathering places and pathway that is connect them. And this is urban design, really is the basic sort of understanding of urban design. We need a place that helps people talk. Everyone can do this, and we learned this as we worked in context across the city and in more than 50 other cities around the continent. People are hard wired place-makers, and they can speak and listen to each other and work out ideas, and one of the things that everybody neighborhood discovers along the way is that every person in every neighborhood is surrounded by the skills and talents of the entire society, and it's a question of tapping into that broad base, so this is what we've been doing. Exactly the same first move as Pioneer Square, to retroactively install a sense of place in communities. We've been focusing on intersection notes business because that's where the piazza tends to happen in other countries but now we want to connect the tissue with these sort of fabulous installations that help people come outside And find each other, really. This library in Sellwood turns out to have been the first little free library in the world, and now there is something like 30,000 of them. So, these inspire but also have replication, and the results have been tremendous. Not always occupied in this fashion like a street wedding but are happening more and more and definitely helping people feel like they are part of a greater whole. Kids know how to do this. We've been talking to the littlest children, and basically, challenging them with James Howard's words, can we retrofit our communities with a sense of place. Children, can you help your parents talk to each other. And the little girls say things like yeah, all you need to do is get a pony ride or locate an ice cream parlor at an intersection. Maybe we'll get to that next year but not yet. But there is what's been happening all around the town. And I don't need to tell you that these places are almost entirely free of vandalism because we are engaging people at the start of the process so that we build local identity and ownership from the very beginning.

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And really, we're cultivating a civic sensibility in everything that we think contributes to the broad successes that we are enjoying as an entire city. And the thing that we're not forgetting, and foremost in our minds is that we are the village. It is not the stuff that we make but fundamentally ourselves and I think that Portland has decided to get out of the box and look at each other in the eye, and challenge every assumption that we can and regarden this place. And it really looks like this in a community visioning workshop. This coming from sellwood where we decide that we want the most walkable, talk able, lush environment that meets all our needs and values and expresses the qualities of ourselves and our time. We have gotten this much work done in the city, and now we need to connect the issue in between. By making streets more as places, and engaging more and more people in the process. So we finally come back to our home in a new way. We're not afraid to just sit in public space, where we find that we have way more friends than we realized was possible.

Hales: Thank you very much. Great presentation. Questions?

Fish: Can you go back to the map you just showed for a second? Two slides ago. This is a familiar map in other respects. Cities investment in green streets. As it comes to mind. So, there is a lot in the inner core, and then less so as you spread out, what's the, the biggest challenge we have to export this great idea east of 82?

Lakeman: Well, it's been happening but slowly. I think that we could be more Aggressive in our outreach and contact, you know, key institutions, neighborhood associations to try to create stronger partnerships with them. Just as east of 82nd is a challenge, so is the west side because people have sidewalks, don't tend to know the people around them and the geography is a challenge, too.

Fish: Steve, I think this is a tremendous opportunity, another one for bes and pbot to work together. Just as you suggested and we implemented a working relationship on big capital construction projects and a better coordination. You do the roads and we do the bio-swells and we invest in trees, and now, we're suggesting creating more community spaces, and I would look forward to working with you to think about ways that we can expand these great ideas east of 82nd street and use existing neighborhood organizations and groups like epac to see if we can make progress.

Novick: That sounds great. Look forward to that.

Novick: We have more people that want to testify.

Raisman: Actually, we have, procedurally, 613, what we're doing is reading a proclamation, 614, we're passing an ordinance. So, if anybody wants to testify on 614, in particular, please come up.

Moore-Love: I have sign-up sheet.

Mark Tobin: I am really glad to be here. And I am the executive director for city repair. And in that role, I am continually thankful for the ways that Portland's local Government has been really responsive and supportive of citizen-led place-making.

Novick: Give us your name.

Tobin: Mark Tobin. Yes. Thank you. The mid-block repair projects and small community kiosks will really expand our tool kit that gives us a lot of different tools. We're known as the people who put in these designs and paintings. But the repairs are about helping to empower and facilitate citizen-led transformation of spaces into places. And it's really important for us to expand our tool kits and have lots of opportunities to do that. In city repairs, history, we have helped to put in 380 community projects, and that's including 40 intersection repairs. And having these mid-block painting opportunities will allow us to connect a lot of those as mark described, and it will help people who live in the mid-block to be more directly involved in the work that we do, and some of those people will want to initiate projects and really have that opportunity to do that near their homes. In the city

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repair's history, we have -- helped to incubate projects like depave, shift, the organization that puts on the world naked bike ride, free geek, the community compost heaps and the little free libraries. And elements of the work has been replicated in over 50 cities. We're really excited about the Potential to be collaborative and like you had mentioned, nick, to work in more diverse areas in the city, to get east and to be collaborative with other organizations and with local government to really help this -- the work that we've been doing connecting with larger goals that the city has for making Portland more livable. So, yeah, just wanted to thank you all for having us here today.

Hales: Thank you.

Hales: Good morning.

Ridhi D'Cruz: Hi, my name is Ridhi D'Cruz, and I am from India. And back in India, I was involved with a lot of activism, and was drawn to Portland specifically because of the great story that, of good governance, open green space and a host of things that make the city so pleasant and livable. And I got here five years ago, pursuing a graduate degree, and quickly found my niche within the fabric of the citizens participation here working on diversity, equity, and inclusion, along with sustainability. These are powerful movements that are built upon a sense of place and a sense of community empowerment. And I just wanted to frame that because i'm not from here, but I did hear about it, and it's a story that's increasingly being spread across activists in India who are facing stark realities of development and other challenges, and looking for solutions that have been tried and tested in places like Portland, to see what we can come up with that's culturally, responsive to our own Communities. So, within that framework, I quickly found the city repair, I went to PSU because there is one right there, and what, in the middle of campus? Oh, my gosh, it was such a powerful, physical symbol, that it tends to draw more like-minded people and people with hearts to contribute into taking care and investing and maintaining public space, and what I found, simultaneously, astounding is what is really hopeful, is the people that are drawn to this work, and this year, we facilitated the city repair facilitated 41 community projects, and each one of those in each community story is just so incredibly inspiring, whether it's a memorial to a neighbor that passed away that people had a connection to or whether it's peace-making initiative, whether it's disaster preparedness and in communities where people are just connecting with each other and really finding out what assets they have that they can invest in claiming their place and knowing one another and facing the uncertain times that we are in. Lastly, I want to thank you all, the mid-block repair, and the community kiosks continue to expand our tools for community expression as we try to go for the east communities have culture and class-based intricacies and nuances, and as we continue to respond to what it is and unlock what they have and connect stress, we will only see more participation, more diversity, and more like richness to what is expressed in terms of the public space. So thank you very much.

Hales: Thank you. Thanks.

Rebecca Stavenjord: Good morning. Mayor and commissioners, I am Rebecca Stavenjord, and I work for Multnomah county government relations, and I am the east county community liaison for government relations. Up until recently I was the project director for a grant through the local health department called strive, striving through youth violence everywhere, and that's the initiative that was mentioned that place-making is peace-making. We have our new coordinator, Vanessa, representing the county health department. I wanted to speak for a few minutes about the partnership that we've experienced in the city and county relationship around place-making. So strive has been a five-year investment on behalf of the centers for disease control and prevention, to begin to look at youth violence, as a health issue. And building the health of the community by

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protecting against risk factors that would lead to violence. We have identified strategies focused on empowering young people, and then addressing the space in which we live, and so that's how our partnership with city repair came to be. Last year we developed an intersection repair project in north Portland, Mr. Mayor, you were there painting with us, so you have this. And that process was amazing to bring youth and community members together we went through the entire planning process, design, carrying the petition around to neighbors, and the fact that the school and the church had existed across the street from each other and had never had a conversation, and now are very close partners in that young people who experienced that space as a place of violence, and some fear, were able to recreate that intersection, and now, there is a greater sense of ownership there. We also participated in a little free library build, which Greg mentioned earlier, and instead of just one or two little libraries, we wanted to scale this up, and so recognizing the 150th anniversary of the county library system last year, the youth built 150, little free libraries, and we now have hosts from St. John's to Troutdale, that are really recognizing this importance of building social cohesion and getting people out into their front yards and talking with their neighbors and they are doing that through this love of community building and supporting literacy. And I wanted to speak briefly about the work that we are doing in east Portland and east county, and the work that i'm doing is very close to my heart because I'm, actually, a Lents resident, and have lived out there for ten years. Being involved in a lot of community projects, and we have little free libraries that organically came to be in that neighborhood but we will be completing another street painting at the end of this Month, so we'll make sure that you get an invitation to come out and have a more of a dialogue about what this means to youth in that neighborhood.

Hales: Thanks for being a great partner.

Stavenjord: Thank you.

Hales: Others that want to speak on this?

Moore-Love: I have three more who signed up.

Chrissy Mulkey: Good morning. I am Chrissy, and I am the place-making coordinator for the sunny side piazza off southeast 33rd and Belmont, and just really quick I know there is a lot of people here in support of the mid intersection repair, as well as the kiosk, so -- I was wondering if the people would couldn't speak to show the support that we have here today.

Hales: That's great.

Mulkey: Thank you.

Hales: Thanks for coming.

Mulkey: I recently moved out of my neighborhood to northeast 22nd and Burnside, and as a lot of us know, the Portland is a really fast growing city and to accommodate this we started building a lot of high-rise apartment complexes to accommodate the increase in the population. What I see having been a place-making coordinator that really got integrated into my community because I was just there as a volunteer and then took on the role, the leadership role, and it was so important for me, and it connected me to my community. I see the opportunity of a midsection, mid-block intersection repair as a way to create a thread and a cohesion for our new neighbors into the neighborhood. These large apartment complexes take up an entire block, typically, and so if you could put this kind of intersection repair in the mid-block, something that the neighborhoods could see, it could be a really nice way to integrate them into our community, so I just think it's a great opportunity to accommodate this population growth and yet still keep that Portland mentality of what it is to be a part of the community. That's all that I have to say. Thank you.

Hales: Thank you.

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Nancy Whitman: Good morning, I am Nancy Whitman, and I am a native Portlander. Born here, but it's only been in the last few years that I have had the privilege of being at home. I live in no man's land. East 82nd, beach and Milton, and we have a wonderful success story in less than two years. We explained where we came from to other people, as we were raising our money for the project, and we explained that on one side we have the monastery, and on the other side, we have the hot bed of the ladies of the evening, to be polite. We also had heavy drug use, and drug houses. In two years, we have eradicated the hotel that did the prostitution. We have taken out a drug house. And we have taken our neighborhood back. We are so thrilled, and city repair helped us to do that by awakening our need to pull together, meet our neighbor, and create a sense of place, a sense of community. We have done two street paintings, and even though we're a very small group, poor area, two things kind of stand out. One is that we have older homes, and they don't usually have garages. And I did a study one time which pointed out that most American homes that are big and fancy, their garage faces the street, and shuts the house off from being neighborly. When you look at our older homes, we do have parking issues but we don't have any garages, barricading the front of the house. So that's really kind of a neat thing. We have probably close to a dozen different ethnic types in our neighborhood. And we all get together. In the two years that we have developed our street painting, and by the way, we did two intersections, our first year, and just recently completed repainting those two intersections. We've developed our own newsletter totally paid for by us called the rocky butte times and everybody loves it and keeps everybody informed. And we have developed a thing in the wintertime, where we have Sunday night soup dinners. And the house that host the neighbors provides the soup, everybody brings their own bowl and spoon and we do this through the winter months to keep the people talking and engaged and working together. One little thing that I would point out is we just finished painting again this weekend and we had a fellow join us from Cambodia and he's very diligently working hard long hours doing a really great job and it was his first time in the street painting and at the end of the second day he came up to us and I was working with another fellow in the paint booth and he says to me "Next year I'll bring my spray gun and we can do this a whole lot faster". All the people standing around said No, No I want to paint. So it does work, it really does work. So in conclusion we also have fellow who totally intrinsic to working with us and he lives in Vancouver, but he said I don't know my neighbors there I love everybody in this neighborhood. We thank you for supporting us and I appreciate your time.

Hales: Thank you, great. Thank you very much. Anyone else who wants to speak on these items? Then commissioner, would you like to read the proclamation and we can take a roll call vote on the ordinance.

Novick: Thank you, mayor. Whereas Portland residents have led the world with the first free community lending library, chalk sharing stand and other small community kiosks; and whereas Portland residents have requested clear guidance on how to install small community kiosks, and the Portland bureau of preservation collaborated with multiple community partners to write new administrative rules for these small structures; and whereas Portland's right of ways, our streets and sidewalks are the single largest public space in the city; and whereas the opportunities for community engagement throughout Portland improves livability, reduce crime, improve public health, build relationships between neighbors, creative solutions to everyday problems. Whereas projects built and supported by the community, reduced socialized isolation and foster a culture of stewardship of neighborhoods, and whereas small community kiosks can function as book and game libraries, meeting places for anything from walking to school bus stops to natural disaster organizing; and displays for art, poetry and history plaques. And community

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kiosks can be used to demonstrate the efficacy of small scale green building technology. And whereas, the small community kiosk administrative rule provides clear guidance about placement, allowed zoning and physical scale of such structures. The city of Portland will include the small community kiosk administrative rule in the encroachments in the right of way administrative rule. Now, therefore I, mayor Charlie Hales, mayor for the city of roses to hereby proclaim June 17th, 2015, to be small community kiosk day, and we encourage all residents to observe this day.

Hales: Hear, hear. [applause]

Hales: Thanks very much. If there's no further council discussion we can take a roll call vote on this 614.

Fish: We've been talking about community this morning and highlighting this morning how small investments can make a big difference. All of us know when you put in a community garden or a kiosk, plant a tree, paint an intersection, it builds community and brings people together. It makes Portland a very special place to live and I'm very pleased if you supported this initiative. Aye.

Novick: Thanks to everybody who's testified today and everybody who's part of the street painting movement and the small community kiosk movement, and it's always a delight to work with Greg Raisman on anything. Aye.

Fritz: I second the commendation of Greg. It's a delight to listen to talk about community and how to build community. Thank you for your leadership over many, many years. It strikes me both the Portland made presentation that we had previously and this one, this is really Portland. This is Portlandia, it says people come here to retire. But no, people come here to work really, really hard to better our neighborhoods and to know each other and figure out ways to connect. That's very much part of what makes us special. I particularly appreciate Ms. Cruz talking about coming from India and city repairs, east of 82nd, making sure everybody is welcomed and part of this great movement that we are co-creating. It's important that we don't leave anybody behind and that we find those who have previously been left behind and make sure that they feel welcomed and included and take leadership roles. Thank you very much, everybody who took the time to attend this presentation. Thank you all, not everybody had to say their three minutes or we could be hear all day. That was very, very helpful. Aye.

Hales: I love the stories that this movement generates. Nancy, I loved your story about you and your neighbors and serving soup. And Rebecca reminded me of the story of being out there on one of those projects. I had already met a young woman named Brenda maza because she was an advocate for buying a really bad land use in her neighborhood and converting it to something better. I then I got to paint with her that afternoon and got to know her better. And Commissioner Fritz and I saw her this weekend at the Dishman community center because she now works there. This is what happens. We make a big and sometimes scarily growing city a small town again. That's how we get to be a community. We all generate these stories from this work we do together. So thank you, commissioner, for bringing this forward. I think it's another case of city government having the good sense to recognize a great movement and supporting it and partnering with it, like we've done in so many other ways. The other story that I'll tell, when mark lakeman first came to the city with this crazy idea almost 20 years ago, I joked later that it was a good thing that the ninth floor of the Portland building didn't have operable windows. Some of our crusty old engineers would have probably jumped out. [laughter] Some of those so-called crusty old engineers like Vic Rhodes and don gardner eventually became big movers and supporters of it. And Greg, you're neither crusty nor old. I love that the professionals in the bureau of transportation are actively partnering instead of being

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skeptical because it's not in the manual. Another great and wonderful way Portland is a little weird and now that's normal. Aye. [gavel pounded] great work, please continue.

Hales: Now we have item 615 on the calendar.

Item 615.

Moore-Love: 615, adopt the goal of vision zero that no loss of life is acceptable on our city streets.

Hales: Commissioner novick.

Novick: I think this could be read simultaneously with 616, quite related.

Hales: Let's read 16, as well.

Item 616.

Moore-Love: 616, accept two grants for a total of \$150,000 from the Oregon department of transportation for the development of a vision zero transportation safety action plan.

Hales: Mr. Novick.

Novick: Mayor and colleagues, we have two items today. One is hopefully to pass a resolution adopting the principle that no loss of life is acceptable on our city streets and a vision zero committee will be formed to create a vision zero safety action plan and to pass an ordinance authorizing the commissioner in charge of Pbot to accept grants from the department of transportation to assist in developing the vision zero safety action plan. I do want to say one thing first, which is that I think that there are people who assume it's not possible to drastically reduce fatalities and serious injuries on our city streets, because after all accidents happen. But that is not true. The truth is that when you look at various cities around the country and the world, there are drastically different numbers in terms of fatalities and serious injuries. In the United States as a whole we have 11.6 fatalities per 100,000 people. In Portland we only have 6.2. So just over half as many as the average. But we're not the best city in the country. In New York there are 3.9 roadway fatalities per 100,000 people. We're certainly not the best city in the world. In Stockholm there are 1.1 per 100,000 people compared to our 6.2. Some might think our cities are just different, has it always been the same in each of these cities? That's not true, either. I don't have Stockholm's specific figures. Sweden had 16.3 traffic deaths per 100,000 population, by 1990 they brought it down to 9.1, and as of 2010 it was 2.8, an 80% drop. What you do in terms of policy and engineering and education and enforcement does make a difference. I'll turn it over --

Fish: When you say traffic deaths, does that include pedestrian deaths?

Novick: Yes it does

Fish: A city like New York with significantly more pedestrians and cars, has a lower fatality rate.

Novick: It does. Now, actually Leah and Margi can say if this is true. My assumption having briefly lived in New York, there's so many pedestrians in New York that drivers know to look for them. I might be speaking out of my depth.

Hales: Good morning.

Leah Treat, Director, Portland Bureau of Transportation: Good morning. Thank you so much. I'm Leah treat, Portland bureau of transportation and i'm pleased to be here today with the city council adopting vision zero and to affirm the city's commitment to reduce traffic deaths and serious injury on our roadways. It means a lot to me a lot to my bureau and even more to the victims and families of loved ones who survive. Earlier this month I joined Mayor Hales and commissioner Novick at important stakeholder meeting at city hall where we talked about traffic safety and we were joined by our stakeholders in the freight community, triple-a, bta, Oregon walks and many others to discuss how all modes can travel safely on our streets. At that stakeholder meeting the one thing everyone agreed on was we all need to work together to reduce traffic fatalities and injuries. Traffic

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and fatality and injuries are a health and social justice problem. Even the world health organization has recognized traffic fatalities as a global epidemic. In Portland in some years you are more likely to be killed in a traffic crash than to die by homicide. Nationally pedestrians make up 14% of traffic fatalities -- sorry, that's a Portland number they make up a third of those that are killed or 35%. Last year of the 28 people killed in traffic crashes in Portland half were pedestrians. So the vision zero safety action plan that we're talking about today is going to build on the safety work we currently have underway including actions laid out in Portland progress. We are making progress on many of those action items. Last year we installed 20 rapid flashing beacons in east Portland and we will be installing 24 more this summer. We are also tackling speed issues with the councils support house bill 2621 is getting traction in the legislature and it's a bill that would allow us to use fixed photo radar cameras on our high-crash corridors to address aggressive speeding. I also want to thank the council for investing in two of our 10 highway-crash corridors, Burnside and 122nd is part of the budget that hopefully will be adopted this week. That's assuming we're going to get that money. Those are only two of our high-crash corridors. We have eight others. Of those 8 we only have \$150,000 in our budget to address traffic safety issues on those roadways. There's a lot more to do and funding is definitely an issue for us. Back to our partnerships: We're very excited to be working with our partners and we believe that's how we're going to make progress towards vision zero. Fundamentally I believe with your support and working together locally, regionally and statewide, we can reach vision zero. I thank you all for your support

Margi Bradway, Portland Bureau of Transportation: Hi, my name is Margi Bradway and I'm the safety and active transportation division manager of PBOT. I'm going to walk through some of the background on where we are on traffic safety in Portland, and then show a couple slides on the vision zero safety plan. So vision zero is the elimination of traffic deaths and serious injuries on our roadways. If you're looking at the map up there, that's our crash map we use showing the past 10 years of data. You'll see urban arterials are very highlighted on that crash map. One of the lessons we've learned and one of our focuses in the safety division to really focus on the urban arterial highways. You are 4.3 times more likely to end up in a crash on an urban arterial highway than you are a highway like i-5 or even a local street. So that's why we have -- you've heard Leah and commissioner Novick say it before, why our high crash corridors are so important. Six of those are east of 82nd. And over half of last year's traffic fatalities happened in east Portland.

Fish: Could you remind us, what are the characteristics of a high-crash corridor? What are the things that you would observe that make it more likely there would be more fatalities at a particular intersection?

Bradway: That's a great question. What you have is typically four-lane highways where there's a lot of speed and freight use and truck use with mixed land use and neighborhoods abutting it and neighborhood greenways crossing it. Or Barbur is one, they all have slightly different characteristics. Barbur is slightly different than 122nd or marine drive. There are places people want to walk and bike and they are right next to high-speed arterials. Oh, how we designate them?

Fish: I think that's helpful how to you describe it. And what's the typical speed limit in an area that we're addressing?

Bradway: It ranges but usually it's 40 and above. I'm going to address that issue.

Fish: That may be one of the keys in New York City. The average speed in New York City given the congestion is about 10 miles per hour, 15 miles per hour. That might be a factor.

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Bradway: And New York City their state legislature asked for authority to drop local roads to 25 miles per hour. Right after this presentation i'm doing a presentation to the speed zone board in Salem to ask for permission to have an administrative process to set some of our roads a little lower. We see that as part of our vision zero process. The vision zero philosophy started in Sweden. The death or serious injury of even one person is too many. Human error is inevitable, the street design must be forgiving. The responsibility for serious and fatal crashes rests not only on the users but on systems design. So this is the slide that commissioner novick was referring to, how New York compares, San Francisco, Seattle and Portland. The reason I put New York, San Francisco and Seattle on these slides, these are all vision zero cities that have adopted vision zero and who are being really aggressive about this. The mayor in New York, it was very much a mayor-led initiative with a strong focus on speed and also police enforcement. San Francisco, it was more of a grass roots initiative and very focused on pedestrian safety as well as help safety. The help advocates were very involved. Knowing the vision zero efforts are happening citywide and obviously in Europe as well but we have a ways to go in Portland with 6.2 per 100,000. Why vision zero in Portland: Although we have reduced -- "we" being the federal, state and local efforts have reduced motorist deaths. We remain stubbornly flat on pedestrian and motor vehicle deaths. We have in terms of pedestrian deaths three times the national average so. Portland has a terrible record there. Motor vehicles still represent the largest amount. This chart shows to 2013, we just got the 2014 numbers back and we had an all-time low at seven last year but we're already at eight this year compared to the trend line. It kind of dipped down and went up. I've heard mayor hales say in any given year you're as likely to die by homicide as you are in a traffic crash. So we need to reset how we think about traffic safety. Because what we're doing now is not working and Portland is behind the mark. Speed is a major focus about -- of all the traffic accidents the police report, 40% of those accidents speed is a factor and that does not include the kind of rushing through the intersection speed, this is clearly just driving down the road. At 20 miles per hour if you're a pedestrian hit you have a 10% chance of survival. At 40 miles per hour you only have a 90% -- did I say that opposite?

Bradway: You have a 90% chance at 20 miles per hour and a 40 miles per hour 10% chance of survival. I like to talk about the positive, survival rather than death. So this is the example of something we would do under vision zero. In 2011 this is an intersection where Portland knew -- we identified as a problem. PBOT had put in their cip budget improvements for this area. Unfortunately a teacher on her way to work heather Fitzsimons was walking to elementary school and was hit and killed at this intersection. This is particularly sad for us because we knew that this area needed improvements. It's a four-lane intersection at northeast Glisan and the speed limits were 35 miles per hour. This is how the intersection now looks. You can see there's a lane taken away, there's a refuge pedestrian island, a marked crossing and a rapid flashing beacon. We have seen improvements. These are fairly low cost improvements that make a big difference in terms of pedestrian safety.

Fish: What is the fine for someone driving a car to disregard the signage at an intersection like this?

Bradway: The law has not caught up to the technology. There are two different types of beacons. I'll talk about the beacons. I don't want to speak for police, I don't know all the police code. For the hawk signals, flashier and brighter, it is a traffic violation to proceed through those for. A rapid flashing beacon right now in the law there's no way to ticket anybody if they go through a rapid-flash beacon if it's still flashing. But in terms of the ticket amount for just not letting a pedestrian cross, we'll have to get back to you on the ticket amount.

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Fish: I know for example the very significant penalties that we now have for speeding in school zones are a pretty big deterrent.

Bradway: Right.

Fish: I just wonder where the deterrent that sticks in place for these things is sufficient to really get the message across.

Bradway: That's a great point and I'd love to get back with you on that. We have had a great relationship with Captain Kelly Schaeffer, the traffic captain at police. We have a meeting next week to try and figure out how to each better coordinate our efforts on high crash corridors and making sure weaver looking at the same dataset.

Novick: We do know the rapid flashing beacons are more effective than a crosswalk without a beacon, but that doesn't mean we shouldn't explore whether the penalty for violating one of them should be higher.

Bradway: Absolutely.

Novick: Even without that they are far more effective.

Bradway: On that note, we put in thus far 20 rapid flashing beacons up until 2014, and we have 24 more going in this summer in east Portland. We know they are effective and they are something that we're investing in.

Fish: By the way, there's a big demonstration outside. I don't think it has anything to do with vision zero.

Fish: I think it's \$15.

Bradway: Okay. Great, good to know.

Hales: They are at the wrong building but other than that --

Bradway: Thanks for checking.

Hales: They should be in Salem.

Bradway: Part of the reason we're up here is to accept grant funds from odot to do what is called in transportation-speak the official term is transportation safety action plan or a tsap. You might see in that your materials. The point of that document is to come up with two-year and five-year actions to a safety action plan focusing on vision zero. Currently there is some policy support for vision zero, there's vision zero language and the rtp, the as strongest language in the two-year plan. There's not vision zero language in the tsp so one of our goals would be to make sure that at the end of our safety action plan process we have language in the tsp. So what are we going to do for the zero safety action plan? First we're going to form a task force and the mayor announced that at the stakeholder meeting. That task force will represent all modes and community members and different interests. And they will guide us on developing two-year and five-year actions and strategies coming out of this plan. We are hiring consultants. One of the things that we know we need consultant work right away is on the data side. We know we have data being collect from the fire bureau. We know there's emergency service data and then of course our own crash data. We want to combine all of those, have it analyzed and then inform our policies. I'm over my time so I want to just stop there. If you have any questions about this particular slide i'm happy to answer them.

Hales: Questions, either of our team.

Fish: I have some questions but are we going to have other people testifying?

Novick: I don't think we have any more. We are definitely going to have other people in the community that want to testify.

Fish: Can we question you at the end?

Novick: Sure.

Hales: Let's take testimony on either the resolution or the ordinance.

Moore-Love: We have six people signed up,. [names being read]

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Hales: Good morning. Push the about the button on the base of that and the light will come on.

Craig Rogers: Good morning, my name's Craig Rogers. I didn't expect to be here this morning but when I went on Oregonian online I saw this was a subject to be brought up. And my enlightenment on this subject got a lot more serious when I came across an article about three children down in Springfield that were in a crosswalk. There was a gentleman traveling at 40 miles per hour and their lives were taken when he collided with them, hit them. They are gone. And I had the opportunity to attend a meeting on transportation and this subject, and [inaudible] was there. An incredible young man, he talked about changing attitudes, getting people out there to think different. I don't know if this is working properly. It seems to be going in and out. Okay, thank you. When he came away from that meeting I was very aware that I had a deeper vision when I drove over the Hawthorne Bridge, and I saw the bicyclists riding their bikes over it. To me, it's kind of like they are heroes. Because they deserve equal treatment. Everybody does. Life is very special and we deserve to have the opportunity to be our best and that involves being safe. And whether you're on foot or on a bicycle or perhaps the young lady that was here a couple months ago and we were all present when she recited her poem, and she was in the vehicle that moves her around. We all deserve to be safe to become our best self's. I think a cornerstone -- I don't know the details of vision zero -- but a cornerstone of it is bringing the speed down. Commissioner Novick is a wealth of knowledge for unusual facts. I'm going to mention this. This is what I would say is an abstract analogy and i'm going take it very quick. At the end of World War II one of fdr's sons had an audience with joe Stalin. He goes in to visit with him. And Joe Stalin dismissed his interpreter and begins to communicate in English. And fdr's son said, how is this? Every time you met my father it was at the Yalta conference you had an interpreter. And Joe Stalin said, it gave me more time to think of an answer. And that's what slowing the speed down is about. It's going to give people more time to make a decision. And I've also sent Leah treat one of my favorite quotations. I never thought I'd be saying it here. But it's ghandi, there's more to life than increasing its speed. I hope that is up on a billboard.

Hales: Thank you, thanks very much. Good morning.

Terry Parker: My name's terry parker and I'm wearing my own hat today. This past Friday I witnessed an adult bicyclist riding against traffic on stark street near peacock lane. Ditto for two riding against traffic on division east of 122nd. At the Hollywood library on northeast 41st and Tillamook the intersection is a four-way stop. Each with pedestrians in crosswalks the vast majority of bicycles just rocket through as if they are it illiterate to the stop signs. Drivers are human and mistake mistakes but they do not demonstrate the free for all arrogance to definite traffic laws. Tours bicycles are frequently cited for running stop signs. Their excuse, we don't have to stop in Portland. Clearly an attitude adjustment is needed. Vision zero must include bicycle stings and strict enforcement of traffic laws as it applies to bicycling such as heavy fines. The current double standard slap on the wrist and look the other way just cultivates more mayhem. Speeds need to be reduced. Bicycle calming devices need to be added to places like the hill. They have been known to zoom down a hill for momentum and not be able to stop when a vehicle like a garbage truck gets in their way at the bottom. Adult bicycling needs to be banned on all city sidewalks. Additionally, they need to walk their bikes in crosswalks when it's not part of a bicycle trail. The all too often on again, off again, bypassing a traffic control device by riding on the sidewalk or hastily using a crosswalk as is a crash waiting to happen. One-sided plans for bicycle infrastructure depressing each more motor vehicle traffic and parking that in turn creates more traffic and congestion on our city streets. Bicyclists have a huge "i want" list. This list includes specialized bicyclist infrastructure, and restriction to bicyclists on green

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streets. They must start to accept the financial responsibility for all that specialized space. Funded through bicycle paid user and license fees. Instead of protests demonstrating law-abiding behavior needs to proceed any more bicycle structure being built. Thank you.

Hales: Good morning.

Cory Poole: Good morning, mayor and commissioners, my name is Cory Poole I'm here representing the northwest skate coalition in support of vision zero. As you all well know and we've heard today we are experiencing a troubling increase in vehicular accidents involving people walking and riding bicycles. I hear from too many Portlanders that they don't feel comfortable riding their bicycles or skateboards on city streets due to the quantity of aggressive behavior of motorists in their neighborhoods. People will not let their children walk to school because of fear of dangerous road crossings near their schools. The resolution today gives me hope but we all need to give this urgent crisis the immediate attention it deserves. The northwest skate coalition is joining the broader coalition of pedestrian and bicycle organizations calling on you to adopt the date of 2025 as a deadline for Portland to achieve vision zero. I hope we can include that into the language soon. Us a well know, every Portlander deserves space and legal access to active transportation. I look forward to your support.

Hales: Thank you. Thanks very much. Thank you all. Others? [names being read]

Noel Mickelberry: Shy start?

Hales: Go ahead, while I get organized.

Mickelberry: My name is Noel Mickelberry and I'm the executive director of Oregon walks advocacy organization. This weekend I was riding and walking through mount Tabor Park to celebrate my anniversary with my partner. I got the call about two pedestrians hit on the Burnside Bridge. I spent the rest of the day with a clenched chest thinking about what might have happened if we had been in a different place at different time. And knowing a family was getting a phone call confirming that reality. And this is going to continue to happen as long as we have streets that allow for it. When a person driving a two-ton vehicle going at speeds that are almost guaranteed to kill someone, this isn't the same kind of mistake that happens when you forget your keys at home. No one should accept this as okay consequence of getting from here to there. This is not something that should turn a sunny afternoon on a beautiful bridge into a crime scene a memorial site a place we can only remember what could have happened. I want the city to adopt vision zero and I want to see with it a date to reach that goal. We need political will to invest in things we know make our streets safe. We know Burnside with curb type sidewalks, high speeds and wide lanes is not a safe place. It's really not a surprise that something bad happened here. What can we do to be proactive and fast, to stop this from happening. There are other streets where other people have died this year where tragedies can easily happen when someone looks down at the radio, chokes on some soda and is driving too fast. I'm looking forward to the long term thinking of this task force. Of the type of legislation we're seeing at the state and the work that even my own organization is doing to instill behavior change and a commitment across the state to make streets safe for everyone. This doesn't change the very real need for action now. People traveling through the city don't think about what jurisdiction they happen to be in when they are walking, biking or driving. They want the same safe infrastructure that allows them to access their community they live, work and play in everywhere. They don't want to see politics as usual, they want to see collaboration. There have been three deaths in less than a month, two since the mayor announced his public commitment to vision zero. The sad thing is that this isn't new, it's happening across the city all the time. We need to continue the urgency. Next month will action be swift? Will news media pick this up and question what we will do next? I don't know, but I hope you consider this when planning your next steps. How can we

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assure communities that you have specific plans to change dangerous streets? What can we do to stop this? I just want to end by saying, I don't want to be up here again talking about this two days after someone has died. So I'm going to ask you to adopt vision zero, set a date, hold yourself accountable and get to work on making this goal happen. Our communities deserve it. Thank.

Hales: Thank you, Noel.

Rob Sadowsky: Mayor Hales, thank you for the opportunity to testify, I'm Rob Sadowsky, director of the bicycle transportation safety alliance. On behalf of the 36,000 who rode a bike today, a vision zero policy will save lives for people who ride a bike, drive a delivery truck, wait on a corner for the next trimet bus. I have formal testimony that I'm submitting but I'm going to jump to the key points. First of all, pass the resolution. The first step is establishing a steering committee to build a collaborative census towards reaching zero fatalities is taking a good step toward saving lives. I look forward to the day when we no longer have to comfort a family member who has lost a loved one due to traffic injustice. Two, we would like you to address racial profiling from the get go I'm attaching a proposed amendment that's being handed out right now that directs the steering committee to reduce impacts on communities of color during enforcement of the vision zero. Number three, I'll echo what Noel said, set a target date. It cannot be effective until it sets a target goal with benchmarks. Otherwise it is just window dressing we recommend setting a date of zero deaths by 2025. Number four, dedicate funding and pass a street fee. Number five, act now. There are many steps we can take today to protect lives. Our full set of recommendations in collaboration with Oregon Walks can be found at our healthystreets.org/visionzero. I think they are pushing for 15 miles per hour speed limits, I think that's what they are saying outside.

Fritz: They are very angry about it.

Sadowsky: Yes.

Fish: Do you have a future in policy.

Sadowsky: Thank you for sharing starting this difficult and life-affirming work. I am very familiar with a lot of other policy here as I'm part of a national vision zero network with seven other cities including New York and San Francisco and I'm available to answer questions about what other cities are doing in this area.

Fish: Rob, I have one question for you. In the presentation earlier it said we have to change the behavior of users and the way we design our streets and bikeways and sidewalks. I live in the Hollywood grant park area and I'm spending more time as a pedestrian, as a bike rider and as someone on a bus. My sense is that we're almost getting to the point where everybody on the road, whether it's two wheel or four wheel, believes a stop sign or a light is discretionary. And what we know is who's going to get the worst if there's an accident but I think it's equal opportunity. Everybody is frustrated with the congestion and everyone is in too much of a rush. Apparently almost everybody is disobeying the traffic rules. In addition to vision zero, if you were king for a day what would you do that we're not doing to get the message to people driving and car or riding their bike that these are not discretionary laws?

Sadowsky: Hopefully as being king for the day, it would include being king over ODOT. We can't do this alone and without the state support we're not going to get to where we need, including things like DMV review. The first thing I would do is say we know people will make mistakes. At some point a child will run out in the middle of the street to get their soccer ball. We expect you to drive accordingly. If you're driving on a residential street we expect you know that will happen and you need to slow down. The consequences will be that you no longer will be able to drive and that's going to take state reform. No. 2, our streets are designed so that we can't get to above 20 miles per hour. We know that magic

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number, commissioner Novick talked about that. We can create diverters on our greenways, and we can look at both temporary and permanent solutions there. Number three, I would ensure that all those safety messages are really clear that it's everyone involved, we're not just targeting people who drive in cars we're targeting every single behavior that has a consequence. Each sad story is because of a decision that a driver of a motor vehicle made into an intersection. And those consequences were borne by some of the most vulnerable people that are using our roads. We need to focus on our vulnerable users but we need to be data driven. We can look at the data where those crashes are, we know what's causing it. We cannot accept the consequences for not acting now even if it costs us money.

Hale: Thank you very much.

Novick: Have you mentioned the pledge you're asking people to take?

Sadowsky: One example of what we're calling for in our report that we coauthored with Oregon walks was to launch a pledge roughly called travel with care. There is evidence that when people make personal pledges to change their behaviors they have a greater likelihood of following through. If you promise to your neighbor that you're going to lose weight there's a better chance than if you promise to yourself. The pledge includes change of driving behaviors, bicycling behaviors, walking behaviors, pay attention and act predictably. We've asked the city to look into launching the pledge in cooperation with us, and all employees operating fleet vehicles that they would take that pledge before operating a vehicle.

Hales: Thank you. Roger, welcome.

Roger Averbeck: My name is Roger Averbeck, as a volunteer I serve as cochair of Portland's pedestrian advisory committee. However, my comments today are my own, in part because although our committee is aware of that effort, vision zero, we support it, we haven't been invited to participate yet. On to my comments. We live in a permissive society and really depend on others to respect and follow a lot of complicated and not well understood rules intended to keep from us harming each other. This is obviously not working well in the realm of public roadways. The problem is worsened by the imbalance of power created by motor vehicles. They are out there in greater numbers and they have a false sense of sport and the consequences are obvious. Not following the rules could be severe or fatal for more vulnerable cyclists or pedestrians. I'd like to propose some solutions which are apparently already included envision zero which I do support. The city and partners should engage in an immediate increase in messaging that all road users need to be alert and focused on their travel in the public space. We need increased education efforts on the most basic but specific rules of the road that deal with points of conflict and intersections between different modes, everybody, pedestrians, cyclists, drivers, advocates, law enforcement, planners, engineers, decision makers, that's you, need to raise their level of personal responsibility and take part in the solutions. Portland needs an immediate increase in funding for and a higher priority on traffic enforcement especially on our high crash corridors. They must take greater responsibility to not injure and kill vulnerable road users who have the right to share and safely cross these public facilities. In the longer term the above efforts need to be programmed and sustained. A short-term political reaction to all our recent crashes is inadequate, unacceptable. Lastly, PBOT and odot need to fully adopt and use the best practices on all new and redesign projects on urban arterials. And pbot's development review group needs to be on board with this. Finally, in closing please consider Portland's modal committee, pedestrian, cyclist and freight communities in the vision zero effort.

Hales: Thank you, Roger, good suggestion. Thank you. Other whose want to speak on these items.

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Moore: That's all who signed up.

Novick: Actually could we bring Margi and Leah back up?

Novick: Before that, I would like to move the first amendment suggested by the bta, which would be to add to the resolution city council directs the vision zero safety committee to develop assurances against racial profiling and targeting as it pertains to vision zero enforcement and to ensure the communities of color police bureaus are included in the decision making and development of enforcement in policies.

Hales: Further discussion on adopting that amendment? Let take roll call on that, please.

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

Hales: Aye. I appreciate that. Do you want to talk about the second one?

Novick: On the second one I'd want to have further conversations about the pros and cons of setting a date. Particularly -- which means I'm not prepared to move the amendment now. I particularly want to talk to colleagues and other people who have been involved in the 10-year plan to end homelessness and what the implications were of setting such a goal, and then what happens to discussion when despite great efforts you can't quite meet it.

Fish: I'm glad, I was going to ask you that question. First I'll address that. I think the 10-year plan is a good example. While I was not involved in the creation of 10-year plan the goal was to end homelessness among chronically homeless individuals. Over a 10 year period we moved 13,000 chronically homeless individuals of the streets into homes. By any measurement that was an enormous discuss. But at the end of 10 years there was a lot of commentary that somehow we had failed because we had not conquered homelessness. My view of that is that we haven't conquered poverty, either, or all kinds of structural issues in our society. But we made a hell of a down payment. One of the things I'll be interested in is, less setting goals that you may or may not be able to achieve with such clarity. And more, what does success look like in five years, 10 years, 15 years. That's what we're going want to measure. If we set a goal we're not sure we can reach, I'll tell you we're setting ourselves up for failure. If we're clear about the goals and the trend line like 13,000 people off the streets and in their homes, then I think we can celebrate those wins and also look to what other things we need to do to get closer to the goal. I look forward to having that conversation with you. May I have a question, an additional question? The resolution before us, chill enthusiastically support, says that a vision zero safety committee will be formed, and then we'll have an advisory role. How do you intend to select members of that committee and what role if any are you going to ask the city council to play?

Treat: We have what we intend to look to our stakeholders that we've had conversations with, usually with traffic safety and our partners and lots of different efforts. We have a draft list that we will be working off of that include county, state, private entities, advocacy organizations, actually a list of 20 to 25 people. It's not finalized yet and we welcome input from the council on who should be a member of our advisory committee. But we're looking to cast a very wide net to make sure all modes and interested parties have a seat at the table.

Fish: Thank you.

Treat: You're welcome.

Fish: What do you think about rob's idea that the city adopt the pledge and test-drive it with folks in our fleet or anyone who drives a vehicle for the city of Portland?

Treat: Thank you. I support the effort, as well. I think that it shows an intentionality when somebody has to physically sign a pledge saying that they support vision zero. It reinforces your behavior and your attitude towards roadway safety. We actually put on pbot's website yesterday a pledge for anybody in the city to take so they can go to our

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website now and sign the vision zero pledge and submit it. But to the specific question I think it's a great idea.

Fish: We look forward to following your lead on that.

Treat: Thank you.

Hales: Other questions for staff? Okay, I think it's timely to take a roll call vote on the resolution first.

Fish: Director Treat, and Mr. Novick, thank you for bringing this forward. Director treat, I owe you an apology, you came up to me the other day with a lot of questions. Either because my eyesight is failing or you've had a makeover, I didn't recognize you. Probably a little bit of both, I apologize.

Treat: I look remarkably younger, right?

Fish: Under 2.02 I can't answer that. You're on the right track.

Treat: Thank you.

Fish: On a more serious note I applaud the resolution and the goals. And while my only concern about timeline is I want you to have the time to get it right. And I don't want to set a goal that you can't reach, and then have people declare failure when you've made great progress. We've seen that time and time again in the city. So there's an art to that and I will look to you and Steve to tell us what's achievable under the timeline. You are going to be the ones held accountable. The other thing I just want to observe on a personal note is that commissioner Amanda Fritz and I share many bonds, a bond of friendship, shared values, seven years on the council, and we have both buried someone in our family who died in a car accident. I was 11, she was an adult. There's no difference. No one should have to experience that, ever. And frankly speaking from personal experience, no one fully recovers from that experience. If at the end of the day we can prevent something like that from happening, because someone is encouraged to drive a little slower, to put their goddamn cell phone aside and not use it while they are driving, to pay attention and to drive as someone suggested like on every street there's the chance of some child chasing a ball or someone we love in a vulnerable position, then that doesn't seem to me like a big imposition. And speaking as someone who has gone through the trauma of losing someone at the foot of my driveway in a car accident, I would say we should not put anybody through what Amanda and I have both experienced. It is about time we got to the business of getting closer to vision zero. Thank you very much for your leadership. Aye.

Novick: Commissioner Fish, thank you very much for that statement. And Leah and Margi and everybody on PBOT who's worked on this and all of our community partners who share this vision, thank you so very, very much. And this is a vision that will guide all aspects of our work whether we're talking about what our legislative agenda looks like, talking about the investments we need to make in our transportation system, the question of to what extent we invest simply maintaining what we already have and/or making safety improvements that we need. And how we spend the money that we are spending on safety improvements in the most efficient and effective way. So again, I really appreciate everybody's input. I appreciate the work people have already done and the work we are going to do. Thank you. Aye.

Fritz: Thank you very much for your work on this. It's been very difficult me to sit through this hearing. 38 weeks ago today I was in this situation spoken of, of a person not doing anything wrong, just being in the wrong place at the wrong time. So I appreciate your opening presentation which talked about yes, and things happen. So we need to engineer to allow for things happening. I don't know what the structural improvements on the Burnside Bridge might be that we could install in short order. I hope we're going to be looking at that. I very much appreciate the council's support of senate bill 921 which the governor signed last week, which is putting -- as an aspirational goal of putting crash

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barriers on the 100 mile of interstate highways where there aren't any, the crash barriers installed in Salem where my husband and our friend Kerrie were killed have already saved lives. They didn't indeed stop the truck from crossing over but it did indeed slow the truck down and allowed for other drivers to be more careful and avoid a fatal crash. We need to be looking at that structural issue. The bill does not have a specific requirement of when it's going to be implemented, it's an aspirational goal of 2021, and the reason is funding. That's why I don't believe we can at this point set an actual target date for vision zero. We will know when we get there because the answer is zero. We can't currently set a time line because we don't have the funding. We know we don't, that's heartbreaking to know there are safety improvement needed all over our city for which we do not have funding. At this point the state isn't going to be stepping up. I still have hope, the sessions not yet over and we'll see how that goes. That's part of this conversation. What do we as a community want to pay for. We know how to engineer for more safe streets. It's a matter what does it cost and how are we going to pay for it. I'm looking forward to engaging with my colleagues on the council. Even if the legislature does something on street funding it's not going to be enough to take care of our backlog here in Portland. We have to reopen the conversation on how much fund goes to maintenance and for safety. Any loss of life is too much. We are all for traffic safety, it's not just about drivers. Since I have become a single parent I have been much more careful about my mode of travel as a pedestrian. So I wear lights and reflective gear taking my nightly walks outside. I make sure I stop on the curb and look around when i'm going cross. Every time I come down to 3rd and Jefferson I remember Katherine right there on Madison, where she was killed on her bike. I don't know the circumstances of all of the crashes. I do know i'm a lot more wary. It's not you i'm worried with do, it's the other silly fools out there driving. It's a really nice backhanded compliment. We are each of us responsible for vision zero and it's not something we can expect PBOT to be able to do by yourselves. Each one of us, let's be more careful and sign the pledge. Every driver, not just the fleet folks. So incidentally, when I was in Seattle for the equity convention last week I realized we may need different lanes on the sidewalk for people who are walking while texting. I had to dodge out of way of people diligently doing their work. So the new challenges with technology that indeed we all need to be much more aware of. So thank you, commissioner novick for your leadership on this, thank you director treat for having the vision that nobody needs to die on our streets. And thank you to all of the community partners. We do need to get together and figure out how to pay it for. Time is ticking and lives are important. Thank you all for being here today. Aye.

Hales: Thank you all, colleagues and commissioner novick for bringing this forward. Leah, thank you for your personal passion for this issue. This isn't a sound bite or a photo opportunity, this isn't checking the box of political correctness. It's a serious commitment by us as city to say, this is our goal and we mean it. And we're going to join other cities that are doing that, as well, who are in the vanguard of this movement. And that's something we can draw on and learn from. What have they done that's working, what have they done that's making a difference whether it's in Amsterdam or New York. And how do we get to that kind of policy and investment here. We've made those kinds of serious commitments before. We've made a commitment to take more housing in order to avoid expanding the urban growth boundary and executed on that commitment although with some difficulty and some controversy. We've made a commitment to reduce our carbon footprint in this city and we have a goal and a time line. Maybe it isn't appropriate that we set that timeline now, we should, and say based on the resources we plan to have, this is where we plan to go. I want to keep that pressure on all of us as well as we've heard here today. And not just on us as policymakers and on PBOT as a bureau but as

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was mentioned, I want to reemphasize that. There are others who need to help whether it's the state legislature giving us the authority to control speeds on our streets, giving us the authority to use photo radar where it's appropriate, and not treating Portland like it's a wide spot in the road on a trip to the beach. We need to have the authority to manager our streets with as big city with lots of people moving around in lots of different ways. Hopefully the legislature will affirm our responsibility in the legislation they have yet to pass this session. We need our fellow citizens to take the pledge. I know each of us will as we ask our staff to do as they drive city vehicles around the city and their own private vehicles when they are driving. To say I mean this, this is something I plan to do. We need to ask our fellow citizens to do that. I think those kinds of pledges party. It does make a difference when we say i'm in for this. I am and I know we all are. It's important that we make this a personal matter. It is personal. We've heard those stories here today. You all know I get all kinds of midnight messages from the police bureau when something goes wrong. I don't get messages when things go well. That's what goes with being police commissioner. I've been at the scene of some of these horrific accidents or strategies, they are not accidents, these horrific crashes. I've seen actually the pain on the face of police officers who have had to deal with those tragedies. They feel it, too. I appreciate the captain and her folks in the traffic division that are committed. We will continue to make sure the police station division on the enforcement side is a reliable partner in making this real. The advocates in the community, on the council, in the police bureau, I want to thank you for making this an important serious commitment for a serious crisis in our city. I look forward to seeing real progress year by year real soon. Aye. Thank you all very much. Let's take action on the ordinance.

Fish: Housekeeping matter?

Hales: Yes.

Fish: Dan's not here, i'm not going to be here for the afternoon session chill prevent you from doing any emergency stuff.

Hales: Yes.

Fish: We've got two emergencies, 635 and 636.

Hales: And 616, the one we're about to vote on.

Fish: I want to propose we hit those first.

Hales: I think that's a fine idea. Let's do 616 and move to those.

Moore: Roll call on 616.

Fish: Aye.

Novick: I have two apologies to make. One, I apologize to the fact this is only scheduled for 15 minutes. I think that was a holdover for when we were just going to September grant and we do strive to be real sticker. The other apology is to Commissioner Fritz. We are starting a pilot on separate sidewalk lanes for people on their cell phones, it's going to be on Broadway between alder and Madison starting in September. We'll look forward to seeing how that works. Aye.

Fritz: Thank you, commissioner. Aye.

Hales: Call it the clueless zone? Aye. Let's move on to those other two emergency items on the regular calendar.

Fritz: Are we doing all of these?

Hales: The afternoon pieces. I break for lunch and then i'm gone. If we don't do the emergencies now we might not have the votes to pass it.

Hales: We may be able to -- looking at the regular calendar we might be able to dispose of all this in about a half hour, I would think, right?

Fish: Mayor, we put 15 minutes on some time certain, we have things that are 20 minutes and 10 minutes. I just want to be respectful.

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Hales: I don't think they are going take that long.

Fritz: You're going to make me listen to your 20 and 15-minute things when you're not here?

Fish: No, I don't have anything. I'm saying we have the bureau of police and budget office together scheduled for 30 minutes.

Hales: You don't think 638 is really going take 25 minutes, to you?

Fish: I think it'll take two minutes. But we tend to put more time in because we are beginning to become impatient with the reverse.

Fritz: I was questioning 638 and 639, commissioner.

Fish: Those are five-minute presentations.

Hales: The minute we're off in a favorable direction in that case. Judging by the number of people here and what's on the calendar if we state here to 12:30 we'll be fine. Does that work for everyone? Let's power forward and see if it comes through. 634.

Hales: Let's come back to the pulled consent items at the end. Go ahead.

Moore: 634?

Hales: Sorry. No, it's not being pulled back.

Moore-Love: The items pulled.

Hales: Let's do 634 first.

Item 634.

Moore-Love: Extend contract with e.c. Company and increase the total not to exceed amount to \$3 million for salary -- solar system installation services.

Hales: Press the button on the base of your microphone.

Dave Tooze, Bureau of Planning and Sustainability: Very good. Good morning, I'm from planning and sustainability. A great solar day outside.

Hales: Yes, it is.

Tooze: Coming up on the longest day of the year and that makes it even better. I know you're pressed for time. Very, very briefly the ordinance before you extends the contract with the existing solar installer contract that has been on board to provide services to all of our bureaus for the past five years. Actually, yeah, five years. It's a one-year extension and an increase from \$2.5 million contract cap to \$3 million contract cap. The reason we're doing this is to position several projects for grant funding that we're seeking. If we receive the grant funding then we'll need especially that time extension in order to complete the projects within the grant period. And the contract period. I'd be glad to answer questions you might have.

Hales: Sounds promising. Any questions for dave?

Fish: I have just a quick question. The water bureau is going to do a project under this contract. At what point should we go out and solicit and have a competitive process, since this is a growing field, and there may even be more local providers that want in.

Tooze: Sure, good question.

Fish: What's the time line for a broader procurement?

Tooze: The contract we have now was hired around competitive process but it is over. It'll be a total of seven years you should the contract if this is approved. So our conversations with purchasers was that this is it, no more extensions. So by mid-2017 or so, I would expect another process to competitively bid out those services.

Fish: Is that a commitment?

Tooze: I won't be around, commissioner.

Hales: Dave is going to be retiring.

Fish: I'll take the mayor's commitment.

Tooze: Purchasers have been clear they don't feel comfortable with an extension beyond that. I can't imagine that that would not be honored.

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Fish: Thank you, Dave.

Hales: Any other questions for Dave? Anyone want to speak on this item? Come forward for a second reading next week. Thank you, Dave. [gavel pounded] 635.

Item 635.

Moore: Amend contract with Taser international, inc. To extend term and amend the not to exceed amount to purchase the new taser model.

Hales: Good afternoon, gentlemen.

Bryan Parman, Portland Police Bureau: Good afternoon. I'm the captain of the training division for the police bureau. We're here today to talk about amending the police bureau's existing contract with taser international. Just a little bit of background. The current model of taser has been in use here in the city of Portland since 2005 and over the course of those years we've been able to put taser out to all uniformed patrol members and make it mandatory for them to carry. We were notified last your taser was going discontinue the current model to the police bureau now needs to move and transition to a new piece of equipment. Out of we believe a need to train and transition in a very systematic way, the police bureau is proposing this amendment. It would do two things. One, raise the dollar limit on existing contract to accommodate the purchase of the equipment. And it would remove the not to exceed annual spending limit. It's important to know that in no way gives us the ability to exceed the total contract amount. It allows the police bureau to buy tasers in a way that makes the most sense for the transition, rather than being bound by a spending limit with any one calendar year. We have been testing two different models for nearly 12 months now. We're very close to having a final decision this. Increase will accommodate either model if selected.

Hales: Great.

Hales: Questions? Thank you both very much.

Parman: Thank you very much.

Hales: Anyone want to speak on this item?

Moore-Love: We have three people signed up. [names being read]

Hales: Good afternoon, push the button there on the base of that.

Dan Handelman: Good afternoon, mayor hales and council members, I'm Dan Handelman with Portland cop watch. Members attend meeting of the crc, coab, training advisory panel but we've never heard the police say their current tasers are malfunctions and need to be replaced. It's not clear why the bureau needs to replace all the tasers since the cartridges made for the new x26p model also fit the current x26 model that officers carry. Secondly, although there is a budget windfall, it seems a shame to be pouring more money into electroshock devices, called instruments of torture by some, when so many people have no place to live and our infrastructure is crumbling. They were used some 800 times per year, thankfully that number is down to 100 times per year. In other words, at best six of the taser uses are alternatives to deadly force and the rest of one of the reasoning the department of justice called out Portland for its taser use. This is better than being hit with a baton or being shot. I don't want to be hit over the head at all. It was said at least 540 people in North America had died after being hit with tasers. Even though the manufacturer swears by the weapon's safety, tasers have never been cited as the sole cause of death. In 2008, after losing their first product liability case laser international added a new warning. When possible avoiding chest shots avoid the controversy about whether or not stun begins do or do not affect the human heart. The u.n. Committee on torture was appalled at number of stun guns used, and said they should be banned for use on children and pregnant women. That's a direct quote from a report about their meeting. Here in Portland a healthy 50-pound pit bull died after being suggested to multiple tasings. It's not conclusive the weapons led to the death of James

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chasse or others, the device was used on both men. Officers melted tasers repeatedly using it on the body of James harper perez. The bureau's weaponry is a symptom. Soldiers don't carry tasers on the battlefield. We urge council to at best leave the contract as it is. This is a side now, taser international called them conducted energy weapons and not control weapons. It implies they are used for control rather than in defense of an officer who feels their life is in danger.

Shedrick Wilkins: I think it's an electronic torture device to give people shock treatments. They are shocking people on the ground. I think the standard policy in some sort of situation with a violent person is to shoot them in the knee or the leg, and then have another officer point the weapon at the head. Ultimately if you can't stop a person shocking doesn't do them any good. You have to basically take them out and that's just the way it is. When it comes on the news it looks like people in Portland are shocking people and this is some sort of deterrent, right? It's not necessary and a handgun is basically shoot the leg, a person gets in pain and then basically stops by the implication of deadly force.

Hales: Thank you.

Hales: Welcome.

Trudy Cooper: I got here late, I hope i'm not off the mark. I read the documents --

Hales: What's your name on the record?

Trudy Cooper: Trudy cooper, I live in the Elliott neighborhood of Portland. My question is I looked over the materials I concluded that it is to renew a contract at a higher price for a product I think is questionable in the first place but in the context of a move toward relationship-based policing earlier known as community-based policing, which I understand the chief wants to move toward, i'm wondering why wouldn't we also recontextulize the level of use of tasers. I'm wondering if they are needed at the same level we've had with a police force embedded more in the community, more knowledgeable about the community. I'd like at some point I hope to hear a response to this because if community policing doesn't reduce the use of force incidents then what is it intended to do? Second, I don't know what's been said so far, I wasn't able to be here for work reasons until now. What's the impact this new product will have on their directives regarding their use? In light of a settlement agreement, it seems like police are to use them when there's a situation of genuine danger. I don't think that's always what we see sometimes. It's the convenience of being able to arrest someone. And third, i'm not supporting a ban on tasers though many in this country are doing so for the reasons the ban is outlining. But tasers are certainly preferable to bullets since my policy, my understanding is that officers are required to shoot for the largest part of the body, the torso. If there's no other alternative then certainly we want to have tasers if there's no other alternative to that. So I hope that we are going see an analysis or a rationale for how the use of guns and tasers can be reduce the as we move forward towards community based policing and community controlled policing. Thank you.

Hales: Anyone else want to speak on this item?

Hales: Captain, come back up for a second if you can.

Cooper: I have a question.

Hales: So to the point about the necessity to make this change as opposed to it being an option.

Parman: Right. So just to talk a little bit about that. The majority of tasers carried by the police bureau are probably close to 75 or 80% of them are out the warranty period. The taser will no longer service our existing equipment. As models stop functioning they cannot be replaced or they have to be replaced with one of the two new models. I think the rationale behind transitioning in larger batches is it makes the training and transition --

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allows to us structure that in a deliberate way that makes the most sense for our officers to avoid having multiple types of tasers. There are some slight functional differences in the mechanics of a taser, not the internal workings of it. It's not more powerful than the previous model but it'll allow us to approach in batches large enough to train officers in a way that makes sense.

Hales: Other questions?

Fritz: So the current contract has a limit of \$250,000 per years.

Parman: Right.

Fritz: I understand the rationale, because you can buy them in larger batches if you wanted to do that, but it seems then that the \$2.3 million, an additional 1.7 million, so that's more than \$250 a year.

Parman: Yes, it is. We have the current contract had a value but had a spending limit on it. The increase in value reflect the purchase replacement price of the entire inventory we have of the equipment which is estimate about \$1.6 million.

Fritz: Do you actually have to buy everybody a new one? Are you going to be training everybody again?

Parman: Yes' that's our intent.

Fritz: I don't know the difference in operation.

Parman: We have a policy that requires members when in uniform to carry the taser. And there are several instance as year where we take members who are not assigned primarily to patrol duties. A parade or a large event they are put into uniform and then required to carry the taser. So we want to transition the entire organization over to the new model within a single training cycle.

Fritz: Not all of them are not functioning. Some of them are still useable, right?

Parman: We still have inventory that is functioning.

Fritz: Are their controls that different?

Parman: There are subtle differences between the two and we want to avoid any confusion with members. A wholesale cutover to the new equipment makes the most sense from a training stand.

Fritz: Do officers have to fill out a report when they draw a taser?

Parman: When they point a taser and use the laser, yes.

Fritz: But not when they take it out of its holster.

Fritz: How about if they take their gun out of the holster?

Parman: When they point their firearm they have to write a report.

Fritz: If they point their taser do, they?

Parman: If they turn it on, yes.

Fritz: I'm a little concerned about buying a whole new set of equipment when it's not clear how often they are used and whether it's necessary. Is this new product better in terms of less lethal, less painful?

Parman: There are improvements, it's more durable and more waterproof. It offers -- one model has two different targeting lacers which allows us to increase accuracy so we can ensure we're getting good hits with the probes, trying to keep them at the belt line or lower. Excuse me. And again, like I said, the current equipment isn't malfunctioning but we are concerned about the training implications of maintaining multiple versions of the same piece of equipment. Over time members may not be familiar with equipment. So we think a wholesale cut-over makes the most sense.

Fritz: But what do we do with our old taser inserts.

Parman: The city has the option to declare them as surplus and dispose of them.

Fritz: Then did the money come back to the police bureau's budget?

Parman: I think that's a decision for this body to make when that time comes.

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Fritz: How many functioning tasers do we currently have?

Parman: I don't have the exact number. I believe it's going to be north of 700.

Fritz: Even though it's no longer maintained by the manufacturer they could have some spares. That is something you will be looking at?

Parman: Yes, assume this is approved. We would move forward with a strategy to dispose of the existing inventory.

Hales: Other questions?

Hales: Thanks very much.

Parman: Thank you.

Hales: This is an emergency ordinance, let's take a roll call then.

Fish: Aye. **Novick:** Aye.

Fritz: Aye -- I don't like tasers, I don't like guns even more, though, so i'm willing to support this. Aye.

Hales: I think there have been some good questions about how and how often we use these tools of guns and tasers. I totally agree with Commissioner Fritz' bias. We are using force less and less, that's a trend we need to continue. I'll certainly exercise some oversight about this contract like any other, to make sure we're not in any way contradicting that direction with the equipment that we purchase. Aye. [gavel pounded]

Item 636.

Moore-Love: Adopt the supplemental budget for the fiscal year 2014-15 over expenditure process and make budget adjustments in various funds.

Hales: Good afternoon.

Andrew Scott, Director, City budget office: Good afternoon. Andrew Scott, city budget director. I'm going to briefly talk about some of the major items in the expenditure ordinance. There are two but we'll do the over expenditure ordinance and then the loans after that. The over expenditure ordinance is the last opportunity for the bureaus to make any council approved adjustments needed in their fiscal year budgets. In addition to a number of technical non general fund changes included in the ordinance before you there are just four general fund requests in the over expenditure request I'll talk about in a little more detail. There's a 121,596 request for an advance encumbrance for the office of youth prevention preparation. This is an item not requested in the fall bump and the probably should have been. They are advanced back in 2014, should have been carried over into 14-15 but they were not carried over. As a result our excess fund balance we came to you last fall was higher than it would have been otherwise. This is a request from contingency to make sure there are funds to cover that advance. There's a \$1.5 million request for compensation set-aside from the police bureau. The bureau only disposes of a portion of their overall comp set-aside. More recent projects and some additional costs show the police may need their entire comp set-aside amount and that's what they have requested over the expenditure. There's a carryover of 100,000 ordinance for the pps Concordia early childhood learning system these funds were incorporated into the fall budget monitoring process. But the proposal here is to carry them over into the next fiscal year and add them to the \$400,000 in the adopted budget you'll be acting on tomorrow for a total of \$500,000, it'll all go out the door until the next fiscal year. Finally, we have included a million-dollar draw on general fund contingency to prevent the possibility of an over expenditure in the parks bureau. Parks is projecting they may be as much as \$650,000 overspent due to a shortfall in revenues. The contingency is to make sure park stays within that budget.

Fish: Can I ask you a question about the comp set-aside? I know it's a comp indicated area, I want to make sure we're all on the same page.

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Fish: What is the -- why is the police bureau requesting this additional comp set-aside? What is it going fund?

Scott: It'll fund personnel expenses in the existing fiscal year. All bureaus, again, compensation set-aside, we set aside the inflation, the cost-of-living adjustment as well as health benefit inflation for general fund, and ask them to show fess they need those resources. In a lot of situations due to vacancy and other things the bureaus don't need those resources. In the spring we said we think we need about \$2 million of resources from comp set aside, council granted that amount. They were eligible for about \$3.5 million based on the size of their bureau. They are come back now, recently there are additional over time expenditures and other personnel expenditures in their projection is we may need the entire amount. They are asking for the rest of their \$3.5 million recommendation.

Fish: How does your office draw down and distinguish between what you might say is a valid or invalid or one that triggers an alarm that perhaps there's a structural problem?

Scott: We review the requests when they come in from the bureaus. One of the things we look at is to be sure the bureau has transferred money out of services into materials and services. To the extent the bureau has done that, we would probably recommend against that draw. That wasn't the case with the spring bump. We also look to make sure the bureau hasn't hired a number of temp or limited positions which they have some authority to do throughout the year. If the bureau had done a significant amount of hiring we would question that, but they have a number of vacancies right now.

Fish: How fungible are those dollars? What are the eligible uses of the dollars that are left over?

Scott: At the end of the year anything remaining in compensation is set aside falls to ending fund balance. It's available as beginning fund balance at the end of next year. So again to the extent there's unspent comp set aside money that contributes to beginning fund balance which then in the fall bump 50% of which goes to infrastructure and the rest to unforeseen expenses. Comp set aside stated this year at 8 million dollars and after this draw will be 826,000. It is lower than it has been in the past it varies from year to year but this isn't any balance. This is one of the things the city economist takes a whole number of things into account to get this estimate.

Fish: I am not asking this final question because I'm advocating, I'm just trying to understand. If the Police bureau doesn't use its full comp set aside, but say parks bureau comes to you and says we need a bigger chunk because we're converting seasonal to full time or whatever. Wouldn't it make more sense to have that process occur before it drops the general fund and its split up 50/50? Wouldn't it make more sense since those dollars were originally prioritized for a personal related issue a compensation related issue to have that discussion before it drops to the ending fund balance?

Scott: Well, I think -- I want to follow the question. To the extent they are existing year 14-15 costs or anticipated costs?

Fish: We're having this ongoing discussion about what parks is going to need to comply with the mandates and also to further some council objectives. I'm not advocating I'm just trying to understand the money drops the ending fund balance and then is subject to the 50% split that we have agreed to um major maintenance. It complicates a little bit that the task of them finding the money for a sister bureau that might have a unique ask. And my question is should here be an opportunity short of it dropping to the general fund to reallocate those monies or is there a structural reason why we shouldn't do that?

Scott: In terms of the cost in the current year I think what you have identified is there are different pots of money there is compensation set aside which is available for compensation related expenses. And there is also out general fund contingency and what

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we'll hear from director Abbate we're recommending and draw from that contingency for expenses. Council could take that money instead out of compensation set aside rather than contingency although the netting impact wouldn't be the same at the end of the year. So if we had leftover comp set aside it falls to balance if we have left over general fund contingency it also falls to balance. So if we're talking about this year's expenses it doesn't have an impact if you're talking about potential expenses next year I think that, council has occasionally taken money from current year and essentially reduced it and reappropriate it into next year's budget. That would be an option it does sort of go around that 50% infrastructure.

Fish: Another way of looking at it, was the 50% split that we all supported intended to trump the threshold question of whether there's sufficient resources allocated to compensation needs. I'm not advocating, i'm just noting a structural issue about how we do this. I will revisit this with you off line. It seems to me it becomes an even harder question to address once the money falls to another pot and after all we did put this money aside for a very specific purpose. I'm not sure why it should have to compete with the other goals of the city thereafter. So just food for thought. At least we have the option of doing that?

Scott: Yes.

Fish: The option of taking comp set aside surplus and transferring it to another bureau for a compensation related issue.

Scott: In a future year, yes. It would be no different than in the spring bump council took some action to carry over, take funds out of the budget this current year and reappropriate them into the budget for next year.

Fish: It may even be the more compelling example is what if the parks bureau under-utilized their comp set-aside, then wanted to take a portion of it to fund another compensation related issue they were dealing with. Under our current system that money drops and has to be competed for and appropriated in a future budget. Food for thought.

Scott: The only thing -- yes. It is an option. The only thing I would say is when we look at ending fund balance we look at it globally. Not as specific pots, as if there was this much contingency or comp set-aside. At the end of the thing they all contribute to the ending fund balance. I think its 10, \$12 million this year we need to hit. We expect to hit that this year. Anything above that amount becomes the excess fund balance which we'll talk about in the fall bump. To the extent that we're taking any of those pieces whether it's underspending in a bureau, comp set-aside, it brings us that much closer to the fund. This particular year given where we are in the cycle I don't think that will be a problem. In other years, it may be.

Hales: Any other questions? Mike? Anything to add?

Mike Abbate, Director, Portland parks and Recreation: Mayor, good morning. Mike abbate, director of parks and recreation. Members of council, this spring while our bureau's projected expenses continue to hold steady and the bureau is projecting to remain under budget for expenses we began to forecast possible revenue shortfalls. At this point we're projecting a revenue shortfall in this current fiscal year of no more than \$650,000. Some of the factors related to that shortfall are first of all our revenue target of \$400,000 for sale of surplus property is not going to be achieved by June 30. As you know this is the final year of that revenue target put in place several years ago to avert some cuts, and in this coming fiscal year you removed that revenue target from the bureau. So we're no longer mandated to achieve it. We're also expecting to collect about \$300,000 less in revenue from recreation programs than we projected. We're analyzing the possible causes of that over this summer because we may need to make course corrections in our offerings, printed guides and other things that we're evaluating. And we predicted about

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100,000 in additional revenue from the Portland tennis center, the new bubble structure over the four courts. That project was delayed by an electrical service issue that actually resulted in about \$100,000 less revenue coming to the bureau. On May 12 I implemented savings measures for the bureau that required my approval of purchases over 100,000 along with various other cost savings measures and in early June we took another look at this. As you can understand, our revenues peak in April and May and June as people come to summer. We have been hoping that those dollars would come in. But in early June I then ratcheted closer down our expenditures both on vacancies and also purchasing to require my approval for anything over \$1,000. Our goal is to close that gap, attempt to come as close as possible to keeping the bureau within overall budget. After the fiscal year -- and as director Scott mentioned, cbo's recommendation is we take a \$1 million draw even though we think the needle be far less than that, but after this fiscal year is completed and we know where we landed we'll determine how much if any of that \$1 million we need to balance in our current budget and we'll develop a plan to fund back the contingency in the fall bump in addition to controlling expenditures we continue to pursue additional revenue opportunities as well to close that gap. I would be happy to answer any questions.

Hales: Questions? Looks like none. Thank you, mike. Anything else you need to cover with us?

Scott: Unrestricted contingency will end the year at about \$49,000. I'm happy to take any questions.

Hales: Anything else?

Fish: Unrestricted contingency?

Scott: That's a general fund contingency. It started at 2.5 million this year.

Hales: Thank you both. Anyone want to speak on this item? If not, then it's time for roll call vote.

Fish: Aye. **Novick:** Aye.

Fritz: Thanks for ongoing good work from the city budget office, also my team at parks who have been fiscally responsible and there are many explanations as to why the revenue didn't come in. One that i'm quite proud of is we did not sell off any parkland to gain the 400,000 set in that target. That does mean there's a revenue shortfall.

Essentially what this does is borrow from next year's budget to cover this year's costs. We will make sure we will have to do more belt tightening next year and I will be happy to oversee. Aye.

Hales: Thank you. Aye. 637.

Item 637.

Hales: Andrew?

Scott: This is a technical resolution we have done for a number of years now. What this ensures is that no fund ends the fiscal year with negative cash or fund balance. We collect reimbursement from entities outside the city. The revenues are not recognize until services are received. There's a lag there. County rules and state budget laws required to make sure the fund doesn't go negative at the end of the fiscal year. This authorizes a number of temporary loans to ensure that doesn't happen. The other thing to note is it does call for a loan and this is isn't something we normally do but a loan from the general reserve to be bonded interest and sinking fund estimate from that fund were higher than actually realized and then fiscal year 15-16 tax collections will repay that enter-fund loan. These are transfers of dollars within the city.

Fish: Do you really expect elected officials to support a resolution that has in it support for lags, loans and negative cash? [laughter] we have to stand for office from time to time. Is that the language on this one?

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Scott: Blame the federal government for lag in reimbursement.

Hales: Any other questions? Anyone want to speak on the resolution? Roll call.

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

Hales: Aye. Thank you. Okay, 638.

Item 638.

Hales: Mr. Fish.

Fish: Thank you, mayor. We budgeted 40 minutes for both these presentations.

Hales: Hopefully that was a glitch. Militia.

Fish: I think we can do them each in five. If I read my opening comments it will even make it shorter. The Columbia boulevard wastewater treatment plant has a 37 acre bio solids lagoon that is part of the plant solids reuse program. The city built the lagoon in the early 1970s. In 1998, the bureau of environmental services started a long-term project to reconstruct the lagoon in phases over several years. It will improve operations and protect ground water. This ordinance if approved would authorize construction contract for the next phase of construction which we estimate to cost about \$11 million. Scott, take it away.

Scott Gibson, Bureau of Environmental Services: Thank you, commissioner Fish. Welcome. I'm Scott Gibson with the bureau of environmental services. With me is our project manager. She is a senior engineer and one of our experts on wastewater processes and she has a short presentation for you.

Fish: I will not accept any jokes about legacy solids.

Muriel Gueissaz-Teufel, Bureau of Environmental Services: Thank you. I'll skip over the lagoon introduction. Thank you, commissioner Fish. I just want to say that it treats bio solids as an important function to reducing overall volume of solids that we haul to the Eastern, Oregon, as fertilizer. It provides site stream treatment at the treatment plant. It provides emergency storage and is an important asset for the treatment process. This phase 3-4 is a continuation of the program. It would add a liner to the north half of the cells. As part of the project we would have to remove the solids that are existing that are in place currently in the lagoon. We estimate those quantities to be about 52,000 dry tons of solids that would have to be dried and removed away from the north cells. The quick overview for the phase 1 of the project was that we built the first dike to separate the lagoon into two cells. Phase 2 built the southern half of the lagoon so separated two cells and took 36,000 dry tons of solids away. One part of the project was to construct a mono fill on site which you see the horizontal bar at the bottom of the picture. That's an onsite landfill where we dispose of the solids. This was proven to be an approach that saves us on hauling costs and disposal costs for the solids currently in the lagoon. As part of the current phase which is ongoing and scheduled for completion this summer that's phase 2, the monofil is halfway full and we will start the objective would be to start the next phase in November 2015 and construct the north cell and then finish closing off this monofil. Permanently. The last phase of the program would be to environmental enhancements to the -- between the public trail and lagoon system, so it would be plantings between the trail and the lagoon. So the key element of the project that we wanted to bring to your attention today is that as you can see the lagoon, the northern portion is really tranquil lake with solids in it. So we have put a lot of efforts in the engineering parts to try to determine the existing condition so we did some surveying of the bottom to determine the baseline and the contours. We also had to do some -- for the characteristics of the solids and this volume that we have at 37 acre surface to survey. There are still uncertainties as far as what the actual conditions are. [laughter] so these pictures are just to illustrate the variability of the solids that the contractors will have to deal with. Our inspectors, inspection staff during this phase of the program were using qualifiers to describe the

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solids and the drying process. Clockwise from top left would be the cake batter. The next one would -- warm muffin, then we would have -- [laughter] then we would have hard cookie and then the stale cookie would be the last one. So the point is just to illustrate that these conditions are variable in the properties we're dealing with is a little variable.

Therefore because of that we have set up this contract on unit price basis so that we would have quantities estimates and we would pay the contractor based on unit price. We have a 17 unit price item contract. What we also did is we spent a little more time developing a level of confidence for our cost estimates based on the parameters we thought were most influencing on the cost estimates. So we had 10 independent parameters and they ran our consultants brown and Caldwell, they ran a Monte Carlo analysis for that so they ran 50,000 iterations. The conclusion came up that our best estimate based on our quantities estimates at this point is \$11 million, but with the variabilities we're expecting, the end price of the actual conditions could vary between 9.3 and 13.6. That gives us a 95% level of confidence in that range.

Fish: For my colleagues' benefit we had a lot of discussion about this prior to the hearing about how could we have a 95% degree of confidence on a number when we're saying there's a range of 9.3 to 13.6. It's a complicated question, but it's ultimately Scott's job to come in with a number that he can defend with some confidence. That then helps establish the market for the bidding process. I asked the question, well, if there's that kind of range why don't you downgrade your confidence level? The answer is methodology they are pretty confident in this range but the bidding process will determine the ultimate price. It's an interesting conundrum because we're also trying to manage public expectations in the contracting process. Perhaps at some point we could have a deeper conversation about that.

Hales: Thank you.

Hales: Simply put what would happen if we didn't do this project? Would the lagoon simply function inefficiently, stop functions?

Gueissaz-Teufel: That's a great question. When the program was undertaken in the late '90s the question came up, what if we didn't use a lagoon. Some treatment plants do not have a lagoon. The evaluation included functions of the lagoon occupies now and what would happen if we would replace these functions at our conventional plant, with mechanical and basins. The replacement value through conventional treatment came up at \$91 million.

Hales: That's where that 91 came from.

Gueissaz-Teufel: In today's dollars.

Fish: Reminds me of the discussion with green infrastructure generally. The pipe only approach will cost this, bio swells and less pipes cost y, and this is another example of harnessing nature to deal with the problem of legacy solids.

Hales: We would never find another site this big at this point. We couldn't abandon this and start over.

Gueissaz-Teufel: Yes.

Hales: Unless the parks bureau wants to give up the golf course. [laughter]

Gibson: The lagoons are currently online. They have a clay bottom. This part really is about providing a liner so we can provide protection to Columbia slough to make sure we're not contaminating. We monitor, we have wells, we monitor to make sure we don't have environmental degradation but we want to eliminate the risk and get the liners in. The unlined lagoons are not the way to go these days.

Hales: Other questions?

Gueissaz-Teufel: That's pretty much it.

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Hales: Sorry we interrupted you. Any further questions? Anyone want to speak on this item? Thank you very much. It will come back on second reading. 639.

Item 639.

Fish: I want to welcome Scott Gibson back: [laughter] over one-third of Portland's 2500 miles of sewer pipe are more than 80 years old. Steve?

Novick: You can relate to that.

Fish: One-third of our sewer pipes are over 80 years old. This is part of the environmental services large scale sewer rehabilitation program addressing sewers around the city that are severely deteriorated and in need of replacement.

Gibson: Scott Gibson here to talk about the piedmont sewer reconstruction project. First thing I would like to talk about is the overall program as commissioner Fish mentioned this is part of a larger effort. You'll see 23 neighborhood based sewer rehabilitation projects. This one in particular is in phase 2 but there's a phase 3 that will come up and this graph shows both the green area is the piedmont sewer rehabilitation project. It's located in north Portland with boundaries made up of i-5 freeway to the west, Vancouver to the east, Lombard on the north and Rosa parks on the south. The intent of this project is to replace or rehabilitate highly deteriorated sewers. Clockwise in the top left what you're seeing is concrete pipe degradation. Essentially the pipe is corroding. We had problems during recent insulation with the quality of cement used. There are things that we're chasing down. Top right a sag where the sewer has sagged and so now we don't get cleansing velocities in there. We basically have a pool which collects things and needs to be maintained. In the bottom right you see a break in the sewer and the bottom left we see a broken joint. This project is similar to others you've seen. There are some slides here about some statistics. When we're 95% of the streets are residential. When we're in front of the residence we have one set of challenges. That is that we want to make sure to get in and out of their home with things handled safely and we're communicating well. With major streets we have a separate set of challenges associated with commuters, keeping them moving.

Fish: One thing I have learned in this process is when we do these neighborhood based sewer rehab oftentimes we hear from businesses that they want us to go on a 24/7 schedule to get it done quicker and be less disruptive. Of course folks in residential areas have a different view. We often come up with a hybrid where we do the 24/7 on streets that are purely commercial and we do the normal work schedule on the other streets. But in any event we have started extensively polling -- surveying the community to get the sense then adapt to that and do the least disruptive plan that we can.

Gibson: Yes. Into my next slide, we do have a number of schools we're working around. We have timed the improvements in front of the schools to occur at the summer and times when they are out of school. We do have some areas where traffic handling requirements force us to work at night. These are both in Lombard -- all in Lombard and we'll be using a trenchless technology, which is a short duration basically use fiberglass pipe in a pipe while it's wet. They pull it in, inflate it, and cure it to harden. That takes the cure times and installation process can run longer than our current noise ordinance allows us to do construction but much faster than open cut. In Lombard we're using that technique. We have acquired the requisite noise ordinance. We have done a good job on public outreach, I believe. One of key things is to communicate with impacted businesses and residents so they know what to expect. That what we are going to be doing, when we're going to be doing it makes it much more palatable for them. Finally, our engineer's estimate is \$3.5 million. We'll advertise in July and hope to begin construction in October. It's about an eight month construction period.

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Hales: Thank you very much. Questions. Anyone want to speak on this item? That will also return to us on second reading. We're recessed until 2:00 p.m. Sorry, we have items from this morning. Let's go back to those. 620.

Item 620.

Hales: We need to amend this, don't we? Is that right?

Bob del Gizzi: Yes. Good morning. This is a contract with the county. Three officers are assigned as investigators and the county provides what amounts to a premium for that work. It's \$30,000 a year and this contract would be extended for the period of next fiscal year. Emergency ordinance so that the contract can be put into effect.

Hales: We need a motion to add the emergency clause then.

Fritz: So moved.

Fish: Second.

Hales: Roll call.

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

Hales: Aye. Thank you. Then on the ordinance itself. Anyone want to speak? Roll call.

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

Hales: Aye. Thank you. Okay, 621.

Item 621.

Hales: Okay. This has been pulled because we need to conduct a public hearing. Here we are.

Gizzi: That's correct. Bob del Gizzi, business operations manager with Portland police bureau. This ordinance is also heard with intergovernmental agreements that we will put into place. On June 24 or 25 city of Portland will submit an application to the U.S. Department of justice officer of justice programs bureau of justice assistance for the Edward Byrne memorial assistance grant also known as the jag grant. Fiscal year 2015 local solicitation. Edward r. Byrne, a New York City police officer, was killed while on duty in 1988. The memorial justice assistance grant program was established by the department of justice which directs funding to local law enforcement agencies for the primary concept to enhance officer safety. The equipment, technology and training. In 2015 jag funds will be made under disparate certification to the city of Portland, Multnomah County and the city of Gresham. The jag solicitation requires the city to submit a joint application for the aggregate eligible allocation to all disparate municipalities and for Portland to act as fiscal agent for the grant. The intergovernmental agreements will be executed by Multnomah county and the city of Gresham to obligate agency roles and responsibilities before July 24, 2015. A grant agreement will be executed with life works northwest to obligate agency roles and responsibilities before July 24, 2015. Department of justice has notified the city it will award a grant in the amount of \$437,882, no match requirement. The awards allocated based on statutory formula provided by the bureau of justice statistics. City of Portland will receive \$210,099. Multnomah County will receive \$165,081, and the city of Gresham \$62,702. Police bureau will use 220,099 in jag funding for the following two items. We'll hire one full-time equivalent senior administrative specialist for the police bureau, detective's sex crime unit to work as a victim advocate. The SAS will provide trauma informed services and ongoing support to victims of sexual assault and their families throughout the investigation, court proceedings and continuing services beyond conclusion of the investigation. Also to contract with life works northwest to coordinate treatment, temporary housing, counseling and training opportunities for individuals involved in prostitution related offenses at a cost of \$110,000. Multnomah county agencies decided individually to use 165,081 in jag funding for the following three items. To retain .36 full-time equivalent north neighborhood deputy district attorney for 12 months at a cost of \$55,027. To retain .45 full-time equivalent parole and probation officer

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for 12 months at a total cost of \$55,027. And to hire one full-time equivalent enforcement sergeant for three months at a total cost of \$55,027. The city of Gresham will use their allocated portion of jag funding to purchase scheduling software for police bureau personnel at a cost of \$62,702. As part of the required solicitation it was posted and bureau contact information on the city's police bureau web page on May 19, 2015. Visitors to the site were able to view description of the grant program, solicitation and fiscal services contact information. The solicitation will be removed and the approved application posted on the 24th of June, 2015. Visitors to the site are encouraged to contact police bureau fiscal services division with any questions or concerns about the application or about the application process. This governing body review of the grant application document and related intergovernmental agreements provides an opportunity for public comment and involvement and this satisfies one of the requirements of the grant. We have a representative from Multnomah County to describe portions of the program that are funded with the grant.

Hales: Welcome.

Laura Holoch: Hi. I'm Laura Holoch, currently the parole officer in this grant funded position under dcj, and my position is funded through this and what I do in my particular unit, which is health assessment and treatment transition team is to coordinate with our treatment programs that we work with facilitating our clients, individuals on both probation and on parole into residential treatment programs to address substance abuse issues as well as criminality issues that coincide with that.

Hales: Thanks for coming over. Any questions? I think we have to conduct a second public hearing, is that right?

Hales: There will be a second, yes.

Hales: This will return for regular council calendar for a second public hearing, then we can adopt it?

Gizzi: That's correct.

Hales: We don't need to add an emergency clause.

Gizzi: That's correct. No emergency clause is required.

Hales: Anyone want to speak on this item? If not, it will be continued. And now we're recessed until 2:00 p.m.

At 1:05 p.m. Council recessed

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Closed Caption File of Portland City Council Meeting

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

Key: ***** means unidentified speaker.

JUNE 17, 2015 2:00 PM

Hales: Good afternoon. Welcome to the afternoon session. Please call the roll. [roll call]

Hales: Welcome everyone. We have a relatively small agenda this afternoon, starting with item 642. I'm sorry, 640.

Item 640.

Hales: This is our 7th tour through what we call ricap. And come on up. This is the first reading of this package to amend our zoning code. Amending multiple zoning code chapters. The staff is going to present the planning and sustainability commission's recommendations, we will hear from the community. I want to thank both the bureau of planning and sustainability and bureau of development services for bringing this project forward. We have this I think somewhat down to a science of how to retune our code periodically to respond to new information or problems that we encounter. So, appreciate you being here this afternoon. I'll hand it over to Joe to start the presentation.

Joe Zehnder, Bureau of Planning and Sustainability: Good afternoon, Joe with the bureau of planning and sustainability. The -- pleased to be here today to bring this regulatory improvement package. 7th year that we have done this. Annual package focused on process and code improvements. Driven by the experience of the bureau of development services at the permit intake desk. Driven by comments we also get from the development community and the public. This year, it's a lot of technical issues. A few of the major issues provide some more clarity to the code, removes costly reviews and procedures out of scale with the level proposed or have become sort of outdated and no longer necessary. And we look forward to your consideration of these today and future decision on the package of amendments.

Hales: Douglas.

Douglas Hardy, Bureau of Development Services: Thank you. Mayor Hales, council members, Douglas Hardy, bureau of development services, representing director Paul Scarlett. I, too, would like to thank the staff at bureau of planning and sustainability for their continued work on improving the zoning code through this ongoing ricap program. It really is a great example of the two bureaus, bureau of planning and sustainability and bureau of development services working collaboratively to respond, and in a timely manner to zoning issues that are raised by staff and by the public in our daily use of the zoning code. For this ricap package, the focus has been primarily on ensuring consistency of regulations within the zoning code. And with other city and state codes. As you'll see, or as you have seen, the amendments provide greater clarity to the public, and importantly increase the consistency with how the zoning code is implemented on a daily basis by staff. BDS is particularly excited about the proposed amendments that allow for a more streamline design review process for minor revisions to approved design and also those amendments that provide greater clarity on how to measure a variety of different roof forms and clarify

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how limited land use reviews are to be regulated. As -- we look forward to continuing to work together on ricap eight and other planning efforts. Thank you.

Hales: Thank you. Questions? Thank you both.

Hardy: Thank you.

Hales: Come on up. Walk us through every page of this package, i'm sure.

Morgan Tracy, Bureau of Planning and Sustainability: 330-page document of excitement.

Hales: That's right.

Tracy: Good afternoon, Morgan Tracey, bureau of planning and sustainability ricap project 7 manager. Kristin cooper, senior planner with development services bureau. This is a public hearing of the planning and sustainability commission recommendation for ricap seven. We will ask the council to approve the commission's recommendation. Before we get started, a couple of housekeeping measures. We will work off of this handout for simplicity. And in addition, you have received a -- in the process of receiving a memo that essentially replacement pages 237 and 238 due to a formatting error. Code amendment language was not underlined in the recommended draft. This replacement page corrects that error in formatting. Just noting that there is no changes to the content of that proposed amendment. Where do ricaps get their start? This is our 7th time around but good to refresh. Diagram, ideas for approving regulations funneled into the regulatory improvement request data base. Some of these issues are directed to other bureaus, other appropriate bureaus to address. Some of these issues are tackled by bps as part of a larger geographically targeted or topic specific project. The remainder include technical matters of code clarification or consistency or discreet minor policy related request. This is the world of ricap that we work in. Ricaps are a bit different from other legislative code projects in that they are not topic or area specific, but they could include bundles of related items related to a particular area or topic. More significantly, they're limited in scope. To address mainly technical issues and minor policy matters within a quick time frame. Also not part of the comp plan update. That is an important distinction. The miscellaneous items in ricaps are packaged into one-year cycles for efficiency and greater economy of scale. Ricaps are a means for continually maintaining and updating the city zoning code much like we maintain our cars, regular tuning. Each ricap plan selected from eligible items in the data base that rank high in the following criteria. Who is affected, what groups and how widespread, citywide, how problematic the issue is, how often it comes up, potential for improving regulation without adding undo complexity. Ricap 7, considerable amount of public outreach the public has been able to review this proposal since January. We sent notice to over 700 people. We met with many organizations and individuals during that time. And the feedback we received has helped us further hone and clarify the proposed zoning code amendments. On April 28th, planning and sustainability commission accepted staff's proposal to make one additional clarification, scenic overlay, unanimously approved the remainder of the ricap proposal. Going back to the two-page summary. This guy. You will see the ricap covers 47 items in three areas of amendment topics. There is four minor policy items. 38 clarification items. And five items where no changes were being proposed. I would like to start with the minor policy items. What do we mean when talking about minor policy changes? Are those where modify existing policy rather than create new policy of they do represent a change from the original intent but consistent with original intended outcome. React to state or federal legislation, address evolving needs, or respond to innovations and development practices. Kristin will explain the issue behind each policy changes and I will describe what the proposal is.

Kristin Cooper, Bureau of Development Services: Large-scale development, new building downtown, is reviewed through a type three design review with a hearing before

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the design commission. Sometimes after a building is approved, minor changes are required, once engineering is completed, materials sourced. Code currently requires these changes to go back to the same review procedure and design commission hearing even if the scope would usually just require a staff review.

Tracy: Proposed amendment would allow for minor alterations for the approved design to be approved at staff level with appeals going back to the design commission projects would have to meet four qualifiers to fit into this type II review. First approval is still valid. Second the building is not finished yet. Third specific conditions of approval cannot be changed, and fourth the overall change to the project cost is not more or less than 15% of the original project value.

Cooper: Pre-application conferences are required for all type three land use reviews. Allow applicants to present proposal and planners, infrastructure bureau representatives to outline application requirements such as traffic studies, storm water reports. Often applicant's first opportunity to get site specific public works requirements locked in and incorporate these requirements into their proposal. The current code requires the conference take place before a sub division application can be submitted but allows other land use review applications to be submitted at the same time as the request for the pre-application conference and prior to the conference being held.

Tracy: Proposed amendment will require that land use cases pre-application conference is required, conference must be held before submitting the land use application.

Cooper: Zoning code uses the term floor area regulate the bulk of buildings. Also used to limit what goes on inside a building but does not work as well for this. As you can see in the figure on the left, active building areas and limited uses below grade are not counted toward floor area, and do not impact the use such as an above ground grade structure parking are counted toward floor area.

Tracy: These amendments will replace the term floor area with the term net building area to measure limited uses as this term measures area above and below grade and exclude structure parking area. Floor area will continue to be used to describe the scale in building above ground.

Fritz: What will be the practical effect of that in terms of how much parking is required?

Tracy: Actually, part of the reason this code got so or package got so voluminous, we made changes consistent throughout the code in addressing required parking. If there is, for instance, a retail sales and service use, basement below grade area, we would now be able to capture that for the required amount of parking for that use.

Hales: Does that change in what we measure as net building area make it -- does it affect the percentage of the project that can be parking? In other words, does it -- I know we have ratios. Get this many parking spaces for this many square feet of building area. But does this have an incentive or disincentive effect on how much of a project becomes parking. Maybe not.

Tracy: Well, it would more adequately or more accurately account for the areas being used in that particular use. So, the classic example is a -- in an industrial zone, we have limitations on the amount of retail service that's allowed.

Hales: Right.

Tracy: If that retail service is established below grade now it doesn't count as against that limited floor area. The amendment will count that retail sales service both above and below grade and it will also require the parking be applied to that use whether it is above or below ground. So, ultimately, I guess the answer to your question is it would require for parking for uses established below ground that are not currently required.

Hales: Or at least allow, even if it wasn't required. Andina restaurant space on the basement level as well as on the main floor. If they were applying for that land use today,

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we wouldn't necessarily count the basement level as building area and their parking ratio would not be affected by that? Maybe i'm entangling this in other zoning code issues that I don't need to. I think Commissioner Fritz and I were both wondering whether this will have an effect on the parking --

Fritz: Both on the parking and on the size of the building. If you are no longer counting parking, does that mean that more --

Tracy: I see what you're saying.

Fritz: You get higher by right because it is a far.

Tracy: When we're talking about far, bulk of buildings above grade, that won't have -- there is no change between the current requirements and this proposal. Because we're still talking about floor area ratios and that still counts structure parking area. In terms of requirements for parking, so, retail sales and service use requires one space per 500 square feet of currently floor area. If that retail sales use was in a basement, it wouldn't require parking at all. We are ignoring the impacts of that use and the demand for the parking in that regard, but in terms of the -- what gets built, we're still looking at floor area, not what happens below grade. Looking at a mass and scale of the building, including the mass and scale of structure parking.

Cooper: It doesn't change the development standards.

Hales: Yes. Doesn't change the development standards. The ratio would still rule.

Fritz: Still having a floor area ratio standard.

Hales: Correct.

Fritz: Now a net building area.

Cooper: Just fine-tuning them so that floor area is used when it is meant to limit bulk and net building area used when it is met to look at how much building is used for a certain use.

Fritz: Thank you.

Hales: That's helpful, thank you.

Cooper: Zoning code specifies how to measure the height of various roof types. Gable roofs are measured to the height of the highest gable. Average height of the highest gable. Shed roofs are becoming increasingly popular but are not directly addressed in language or figures for measuring height.

Tracy: Shed roofs don't form a gable, measured to the highest point including a reference and diagram in the zoning code will make this more clear to applicants and other customers. So, there are 38 other items in the ricap 7 package that address technical fixes for consistency, fix errors, and provide greater clarity for existing regulations. Rather spending time covering each one, unless you have questions, why don't we wait to see what testimony we receive and we can respond to specific questions later.

Hales: Okay.

Tracy: That concludes our presentation. Today we're asking the council to approve the ricap 7 ordinance to amend title 33 and title 11 and adopt the commentary as legislative intent. Staff is available for any questions that council has now or after we hear from the public.

Hales: Questions? See if anyone wants to testify on any of the items on this list? Come on up, Maryhelen.

Maryhelen Kincaid: I think I will channel Brandon who said he has been here in the last three months than the previous 10 years. I also thought I should ask for a witness protection program, but i'm here today because I think this is a really good package. I wanted to start off with a quote from Paul Hawken who I recently discovered he is the guy that formed smith and Hawken and did a commencement address, if you ever get a chance in your spare time, he did the commencement address university of Portland

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online, listen to it and it is pertinent to all of the kinds of things going on now. Quote that I like the best, good management is the art of making problems so interesting and solutions so constructive that everyone wants to get to work and deal with them. I think the city through various projects and work responsibilities and trust skilled and experienced staff to provide us with a functional and livable city. Some may disagree. Testimony that will tell us all that we aren't doing the right thing and they have the perfect solution. And I think sometimes they do and sometimes they don't have those. I have been here myself with opinions that have been contrary to some popular beliefs. But I think it is important to remember that we all are capable of and responsible to provide comment and you have the responsibility to decide and listen to those things. I'm here today because Morgan Tracy and his colleagues have done a really good job on this and I don't think it will be hard to agree with me on this one. As you know, I spent a lot of time in the last 15 months going to neighborhood meetings, coalition meetings on demolition and infill. Going to these meetings, sometimes Morgan was on the agenda. It had nothing to do with demolitions and I was oftentimes jealous because he got such a warm reception and I was getting arrows shot at me. I always wanted to go first so I didn't have to have the pain of him being -- a nice presentation that nobody had any heartburn over. This package was presented in such a way and explained in such a way that neighborhoods were easily able to understand it. Given the amount of development, permitting that goes on, it might be boring that 330 pages and 43 items that were corrected, but that all went to help us be able to understand things better and for the staff to do their job better so that the neighborhoods didn't get upset. And in all of those meetings, I never heard anybody object to any of the things in ricap 7. I think some people don't trust the city is going to do the right thing or find the right answer, but I, again, quoting Ernest Hemingway, only way to know if you can trust somebody is to trust them. So, I trust that they get these things right and I think they really did on this package. Two items that I think -- one of them, Morgan pointed out, was land use applications cannot be submitted before required pre-application conference is held. That's really important. Because that way you stop or at least --

Hales: Continue.

Kincaid: I have friends at the table. I will help my invisible friends. So that the process can be refined and the neighbors involved in that and I think that is really a great idea. And the other one setting an expiration of one year for neighborhood contact meetings. This prevents applications from being submitted, having a long after they have met with the neighborhood. It happened in our neighborhood. We had a development come in, for us a large development, 31 apartments. Never had a building that big except the big-box stores. They did a neighborhood contact meeting. That was 2009. They didn't start building until last year, 2014, different owners, different board, nobody understood. Everybody got all excited. And the box had been checked on neighborhood contact meeting. This is good because it keeps things current within those people that might have the questions. And I think this will help any future occurrences. There are other clarifications that I think -- that I have heard and the one I have heard from, from a couple of drac members, the policies are more clear so that they don't come in and -- and one was about solar panels. Something in there, and I don't know the details of it, but somehow you could install solar panels one way or another way and it was complicated and they straightened that out. I know that your staff has reviewed this package because you wouldn't come in here and vote on something, 330 pages and 43. And I know Commissioner Fritz has a special interest in planning and these packages. I want to reiterate that this is a great package and I think you should vote to support it today. Thanks.

Hales: Thank you. Thanks for all of your volunteer hours on this subject.

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Kincaid: I'm off to -- demolition subcommittee follow-up. Going from a happy place to the target place.

Fritz: I want to thank you Maryhelen for your work on the development advisory committee and for taking the time to come and testify today. Generally kind of worrying to me if we have a land use ordinance like this and hardly anybody is here. It was good that you spontaneously said you had seen staff going around the coalitions and the reason in fact that nobody is here is that everybody is fine with it. Not that nobody knows about it.

Kincaid: I was a little concerned. I sent all of the obvious folks that might tell me something that they didn't like about it and of their concerns and heard next to nothing back. So, and I would have brought that to you if I did. But there wasn't any real earth-shattering news. Thank you very much.

Hales: Thanks very much. Anyone else want to speak on this item? You make this look easy. So, this will come back for second reading next week. Right. Appreciate again the good work that has been done by both bureaus in putting this together. I think one way to look at this, which I think the bureau staff also shares is that this -- these kinds of tunings allow both the applicants and the staff to concentrate on stuff that actually makes a difference. And as opposed to trying to get through regulatory tangles that may or may not actually affect the outcome. For example, this change in the design review process hopefully will mean that the design staff and commission who are under a huge amount of time pressure can really focus on issues that really matter in the design of those buildings. That is why it is important that we keep doing this. I wanted to say while you're all here just appreciate the good work.

Fritz: If I might add, it is a pleasure to partner between the bureau of development services and bureau of planning and sustainability on this particular project. You and I both enthusiastic about minor code changes that make things better and particularly appreciate both the development of the advisory committee and planning and sustainability commission for the volunteer effort on this. I know there was significant discussion about solar panels at the planning and sustainability commission and the commission's recommendation to leave it at staff and the community process had suggested is good advice which I will be taking but it's good to know that there -- a robust discussion at the community level, which then in this case, mayor, has -- 100% correct.

Hales: Great.

Fritz: Thank you very much.

Hales: Good work. Thank you. This will come back for second reading next week. [gavel pounded]

Hales: Let's move on to, almost 2:30, item 642 if staff is here. And yes, we are. Read 642, please.

Moore-Love: 641?

Hales: 642.

Moore-Love: Sorry, I have the wrong one.

Item 642.

Hales: We were skipping that one because it is not quite 2:30 yet. We might have everyone here. Let's -- we will get 642 out of the way and come back to you promptly at 2:30. 642 is the street vacation.

Hales: Good afternoon, Commissioner Novick, anything to introduce this?

Novick: No, except I assume that schmeer road is a vestige of the city's Yiddish origins.

Karl Arruda, Portland Bureau of Transportation: Right of way agent with the bureau of transportation. And this ordinance is a street vacation initiated by Hayden meadows joint venture, which owns all of the adjacent property around this unnamed street north of north Schmeer road. This road was originally dedicated in 1941, although I cannot find any

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reason why it was dedicated in 1941. It is in between i-5 on the east and north Denver on the west. So, in 2013, Hayden meadows requested the street vacation for this portion. Unused right of way that cuts through Hayden meadows property. A large industrially zoned property. And vacating it for them would provide them with basically more flexibility for future redevelopment. I don't think they have any specific plans right now, just that in a few years they may attempt to redevelop it. So, comments as usual were solicited from city bureaus. Other government agencies. Public utilities and neighborhood associations, and there were no substantive objections received. And -- any questions? We would be happy to take them? I think representatives from Hayden meadows are here if you have any questions for them.

Hales: Industrially zoned, right?

Arruda: Yes, I believe general industrial zoned.

Hales: Site where the containers were stored for quite a while.

Arruda: Right, exactly.

Hales: So this vacation will allow it to be more feasibly developed for another industrial use I would assume?

Arruda: Right, that's our assumption. yes.

Fritz: I think this is the oddest piece of right of way I have ever seen.

Hales: It really is.

Arruda: Even in 1941 before i-5 was built, it didn't really go anywhere.

Fritz: Thank you for researching when it was dedicated.

Arruda: We generally try to find out where the streets came from before we send them away.

Fritz: Doesn't even have a name --

Arruda: Never had a name, yes.

Hales: After Schmeer maybe they just gave up. They were running low. Anyone want to speak on this item? If not, thank you very much. It will return for second reading next week.

[gavel pounded]

Hales: Now 641.

Item 641.

Hales: Good afternoon. Welcome chair kafoury to explain this item to us. Very nice to have you here.

Nicholas Starin, Bureau of planning and sustainability: We're here for a public hearing today on -- to consider the planning and sustainability's commission's recommendation on the Multnomah county health department headquarters project. In a few minutes i'll explain the details of the project. Basically increase in height, building height allowances on a block in the old town/chinatown neighborhood to enable the county to build a new headquarters facility for the health department. Before I do that, I have the honor of introducing chair kafoury, and with her is doug to provide more background on the project.

Hales: Thank you, welcome.

Deborah Kafoury, Mult. County Chair: Good afternoon, mayor, commissioners. My name is Deborah Kafoury Multnomah county chair. I'm happy to be here to talk to you about our health department headquarters. Multnomah county health department started researching leaving its current headquarters in a 1923 former department store. It was unsafe, aged, inefficient and undersized then, and it is unsafe, aged, inefficient and undersized today especially as we face increasing demands for health services in Multnomah County. Health department is our largest department at Multnomah County. And they are the local public health authority, which means they are the front line to protect our quality of life from inspecting every restaurant and food cart and public swimming pool, to investigating disease outbreaks, immunizing children so that they can stay in school to

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overseeing the ambulance companies to ensure that they arrive on time. Health department touches the lives of everyone who lives or visits Multnomah County. Multnomah County's health department largest safety net provider in the state with 33 primary care school-based dental and specialty clinics. In the last year alone, under the affordable care act, Multnomah County provided nearly 15,000 people with health care at one of our clinics. It is a unique public agency. Needs to be accessible. This site next to bud clark commons, central city and accessible to the max and bus lines and the health department will be a great neighbor. Up to 350 health professionals will be in this headquarters, including the tri-county health officer, doctors, nurses, epidemiologists and administrators. They will need coffee, lunch, to exercise and to shop. They will add to old town/Chinatown's economic and vitality. Excuse me. I think I have what you have. This project will also leverage public investments made in the river district urban renewal area, increasing densities in an emerging area of the central city, union station, the new pnca facility and the future redevelopment site currently occupied by the central post office. On behalf of the 1,370 employees who work in every corner of our county protecting our health, thank you for considering this amendment.

Hales: Thank you.

Doug Oblatz: Mr. Mayor, commissioners, consultant to Multnomah County on this project. I want to take just a second to acknowledge the excellent and collaborative work that has been provided by Joe zehnder and Nicolas starin and the other folks at the bureau of planning and sustainability. This was a technically challenging project that required a lot of compliance with state land use laws as well as city regulations and the team worked extremely well together to get to the point today. The project we're here to talk about is in the process of evolving from the original six story form, which was insufficient to meet the program identified and achieve the goal of consolidating all administrative functions. This change to the zoning code will allow us to achieve all of the consolidation that is intended by the county for the health department. This is a difficult site at 17,500 square feet. Less than half a block. It also needs to be designed in a way that carefully relates to the bud clark commons on the same block, while respecting the view corridor to the union station clock tower, primarily view of which is along 6th avenue. Proposed map amendments will allow the county to develop subject to approval of specific far bonuses as part of the design review process up to 150,000 square feet of space and that will allow all of the health department administrative functions to be consolidated. During the last few months, conducted extensive stakeholder outreach, including reaching out and consulting with those that were involved in the first generation of this project. And today you will hear from some of those key stakeholders who will express, we believe, support for the project, while also identifying issues that we need to address as we go through the design review process. I want to turn it back to Nicolas and he will outline the proposal for you.

Starin: Thank you. So, subject site is block u of couch's addition in old town/Chinatown. It's bounded by northwest Hoyt and Irving and 6th and Broadway. As Doug mentioned, 17 -- 17,500 square foot site currently owned by the Portland housing bureau. It's -- the development site is outlined in red on the western -- eastern side of the block and immediately to the west is the bud clark commons building. The site is currently zoned central commercial, cx, allowing a wide variety of land uses. It currently has a 6-1 floor to area ratio entitlement, and eligible 3-1 for additional fars to be earned through bonuses or transfers. You can see that the site is currently limited to 75 feet in height. And the site is not eligible for height bonuses that may be earned through the use of far bonuses. I will explain that a little more in a minute. As Doug mentioned, 75-foot height limit is not sufficient to allow the anticipated need for 120 to 150,000 square feet site that the county needs for their headquarters facility. Bps worked with the county and came up with a

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proposal to increase the height limits on the site. And this is going to be accomplished through two mechanisms. One is increasing the base height allowance on the site from 75 feet to 105 feet. That is basically a by right allowance for building height. And then secondly, make the site eligible for height bonuses that may be earned when the project uses far bonuses or transfers. That is shown on the map on the right by extending the area eligible for bonuses that currently terminates just to the south in the hatched area.

Fritz: What would the maximum height with bonuses be?

Starin: 150 feet. I will explain how that works in a second. So, this is just another view that puts the proposed height increase in the context of the recently adopted west quadrant plan. It shows the heights in the area. You can see to the west there, heights are 250 feet. To the south, they're 325, and then to the east and the north, 75 feet. And, so, this diagram shows that although we are proposed to increase the height on this site, that from an urban form perspective, a step-down to the river notion is being maintained in this proposal. So, to answer your question commissioner Fritz, so, as you know, there are a number of different far bonuses and transfer tools that are available in the central city. As you know, through the central city 2035 process, we are in the process of revamping that entire system. That work hasn't been done yet. I'm showing on the left side of the slide the available pallet of transfers and bonuses that are currently accessible on this particular site. So, when the project comes in with a proposal, for basically the way the height bonus works, for each one-to-one of far that they earn through the use of one or more bonuses or transfers, they earn 15 feet in height basically the height is -- provides the mechanism for the project to utilize that far that they have earned. Up to a maximum three to one or 45 feet. That's where you get the 150, 105 by right and then 45 through the use of bonuses. This is consistent with the direction that we received from the planning and sustainability commission and city council in the west quadrant plan, everywhere we're proposing -- that we still require some use of bonuses to achieve that.

Fritz: My recollection of what we discussed in the west quadrant plan was to severely limit the pallet of what could be --

Starin: That's correct. That's our intention. Currently doing that work and looking at the bonus system and, you know, direction from the council is that we very much focus on achieving affordable housing goals and preservation goals. That work hasn't been completed yet.

Fritz: Is it anticipated that this project will come in under these rules or new rules?

starin: I believe the intention -- I would defer to the county, but I believe they're on a fairly quick schedule. I think it would probably be before we adopt the new zoning code for central city.

******:** That's correct.

Fritz: With the rules we have rather than the ones that we wish we had. Is the county currently required to do public art in your public construction project?

Kafoury: Yes, uh-hmm. But we -- and I have had conversations with commissioner Saltzman about the possibility of using our dollars in the affordable housing fund arena. Probably would not be surprised, but that is a huge area of concern for Multnomah county and myself personally. Hopefully if that is the direction that the council is headed, you will find that agreeable as well.

Fritz: We could put conditions of approval on this to say, for example, that required public art wouldn't qualify for a far bonus, right? City attorney?

Starin: This is a change to the code.

Fritz: We can talk conditions of approval to a change of the code.

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Obletz: The way the code is written right now, the county's current requirement for public art would not count towards the far bonus. So I think you have a 2% for art. So it would have to be above and beyond that.

Fritz: And then chair Kafoury, what did you put in extra for housing in your budget that you just passed?

Kafoury: For this project or housing --

Fritz: Housing in general.

Kafoury: Additional ongoing dollars of \$2 million and one-time only infusion of \$5 million. So \$7 million in the budget.

Fritz: I think that is probably more than we would require as a condition of approval.

Kafoury: We are actually attempting to find additional dollars to use, Commissioner Fritz, to use for this project for this area because we know that those dollars that we have already allocated are to other projects.

Fritz: Right. Passion for affordable housing, you might not be too upset if we required an additional --

Kafoury: I think you're right.

Starin: I just wanted to add, too, that this is in the central city. The site is subject to design review. The final far and height would be evaluated as part of the land use review when the proposal actually comes in. The site is quite near union station, which is an identified historic and scenic resources. As part of the project, we undertook analysis to gauge potential impacts of development on this site under the increased building envelope, public views of the union station and clock tower, which has been identified as a scenic resource and scenic resources protection plan as well as the draft update of the central city scenic resources inventory. We identified four key views and utilized those in terms of potential impacts and found that the effects of the increased height on the site would not block or even partially block any of the views on the site. I will quickly walk you through images that we used. This is the view of the union station, primary view as Doug mentioned down 6th avenue. You can see that the view is preserved. And I want to add here, this is not a building, this is just an envelope, worse case signed of scenario. It is not designed obviously. View is preserved and adequate light and air space. View from the center of the steel bridge. You can see the proposed building mass on the far left of it. And quite a ways away from the station. This is a view from the center of the Broadway Bridge. This is probably the most impact, although there is -- the view is not blocked at all, and the union station clock tower is higher than what could be allowed under the proposed. And this is the view from the old thunderbird motel site, east side of the river looking across union station, and the project, Multnomah county site is to the far left. This slide gives you an idea, a little in context, the center there, and sort of pinkish orange color, is the Multnomah county building built to 150 feet, context of the allowances, far around it as well as existing development. You can see the union station clock tower at the lower left. We did undertake quite a bit of outreach for the project. This summarizes some of the key stakeholders that we spoke with as part of this project. I would say in general, we received support for the project and in some cases qualified support and there was a number of concerns that were identified that include the precedent that this kind of height adjustment to accommodate the single property might make. The desire for mitigation of impacts during construction, particularly as it relates to the nearby bud clark commons, and questions about which particular bonuses will be used and the public benefits that would be received. In general, we heard support for the project. The planning and sustainability commission voted in April unanimously to forward it on for your consideration. They heard generally favorable testimony at that, again, with some of their concerns that I just mentioned were brought up. And the county folks can talk a little bit more about this if you would like, but they -- the

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county and old town/Chinatown community association and the stakeholders and the bud clark commons building are currently in the process of working out a good neighbor agreement that would address many of these concerns. I'm not sure if that's -- if that will be in place by the time design starts or construction starts. So, in conclusion, we're asking today for you to pass the ordinance that adopts the report and amends the zoning code map 51030 adjust the height limits on block u. Answer any questions.

Fritz: Chair Kafoury, is there any more certainty that you can put into your pledge of affordable housing --

Kafoury: I don't know what more certainty, Commissioner Fritz. We have the money. We figured out where the money is going to come from. I don't know what the process is by which the transfer occurs?

Fritz: Do we have a number?

Obletz: Yeah, let me do the math for you on this. This is pretty interesting. Code provides for an applicant to use a far bonus for affordable housing or payment into the affordable housing fund, you pay \$21.70 per square foot. And if you did the math for this particular block, it would work out to in round numbers \$380,000 for one far or one additional floor, I think is the easiest way to look at that. So the county could decide to apply for one floor or up to a maximum of two. To me, the greater challenge is what happens to the money afterwards? This far bonus has never been used before. And, so, I think part of the challenge is if the money is paid in, to make sure it is put to work and that is something that we can address as we go through the design review process and start working with the Portland housing bureau that would be the keeper of the funds, if you will, but to make sure it is put on the street is perhaps the greater challenge than anything else. No one has done this before.

Fritz: Intent to essentially buy the two floors with a far.

Obletz: One or two, I think is -- we have to go through the cost benefit analysis with the other fars. Art, for instance is one, county already investing in art and go through a review whether it makes since to buy more art or use it tool.

Fritz: It might be nice to have a day care center.

Obletz: That's another item.

Fritz: Thank you very much. Appreciate your partnership on this.

Kafoury: Thank you.

Novick: I have one more question for chair Kafoury. Chair your replacing the courthouse, your replacing the health department building aren't you at all afraid that by the end of your term you won't have any old dysfunctional buildings left?

Kafoury: Thank you commissioner Novick for the question, actually there will be plenty. So there will be lots for the next chair to do.

Hales: Old dysfunctional buildings, old health department headquarters, your thoughts at this point about disposition of that?

Kafoury: We would really like someone to buy it for a lot of money.

Hales: But barring that.

Obletz: That is actually part of the larger process here is to determine the disposition approach for that great old building. It does have its challenges, but on the other hand, market for downtown real estate is very strong right now. This is a very good time to be looking at options.

Hales: Thank you. Thanks very much.

Kafoury: Thank you.

Hales: Others that would like to testify on this item?

Moore-Love: We have three people signed up. Please come on up.

Hales: Come on up. Good afternoon.

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Gus Baum: Good afternoon. Mr. Mayor, commissioners, I'm Gus Baum, senior director of planning at pnca. I recognized you and thank you for your support of our projects just kitty corner of this one, 511 northwest Broadway. I'm very used to challenging old buildings at this point. If anyone wants to invest more in art or challenging old buildings, I can be available afterwards to answer questions. I wanted to urge your support of this project. Strategic reasons that pnca's board chose to redevelop the 511 building and locate its headquarters there was to help invigorate the creative corridor along northwest Broadway. Part of that is not just our investment into the neighborhood, the city's investment into the neighborhood, but to bring a more diverse working population, more students, more businesses, more activity, and in speaking with the county and Mr. Oblatz on their project, which they briefed me on, confident that this type of activity is exactly why pnca was put in its position to succeed in that location and why others should be considering old town Chinatown and the pearl district for future work. We are working on a second project, 321 northwest Glisan with Brian Wannamaker at the -- to build three floors of that building for studios, and sculpture 3D, and we are welcome -- welcome more business activity and workers into the neighborhood. Thank you.

Hales: Thank you. Good afternoon.

Shedrick Wilkins: I was a resident of the bud clark commons for three to six months. It's excellent. Open in June of 2011, right when I was homeless and now I'm on the hud program. I have locked horns with the Chinatown neighborhood association leader that thinks this would attract homeless people. I don't agree. You should process homeless people there. I will renew my membership and challenge the guy. He wants to cut you off. He wants to find any reason. This is always a guy who runs the Chinatown neighborhood association, doesn't mind people coming downtown and getting drunk Friday, Saturday night, throwing up on the sidewalk or starting a brawl. He is willing to accept that but not the fact that this facility would conjugate homeless people. The bud clark commons has an excellent array of solar panels on top. Passive solar. I can't see anything else like it in the city. You can see it from the steel bridge. Solar, passive solar on a roof. You can't see it. When I took a shower there, the water was heated from the sun. And I would hope this new building has a lot of photovoltaic cells on it also. This building makes a good book end. Every county in this state should build something like it, and the bud clark commons. I also spent time at dignity village. Dignity village is not a solution for anything. It isn't. It is very exclusive. And this is a good thing. My personal view that we should try to remove people, homeless people from here, pearl district, and put them into Chinatown. You need to build this thing. This looks like the money is going to build this thing. I met Ms. Kafoury last year in the lobby when they announced the plans. This is going to make Portland look good. And keep going.

Hales: Thank you. Thanks very much. Good afternoon.

George Devendorf: Mr. Mayor and thanks very much for this opportunity to address the council. My name is George Devendorf I represent transition projects. We along with our colleagues at home forward occupy the other half of the block in question. And I'm here today in support of the county's proposal. As you all can appreciate, it is a dynamic neighborhood in many respects, and it is also a very challenging neighborhood. I think the county's plans would represent a real benefit to that immediate neighborhood. And we would welcome having them as our neighbors. We share with them a similar goal in safeguarding the health and well-being of the residents of the county, and I -- I think it would be, as I have said, a strong addition to that neighborhood particularly at this time, and we would like to see it move forward.

Hales: Thanks, George. Thank you very much. Questions? Thank you all. Thank you. Any others?

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Moore-Love: That is all who signed up.

Hales: Anyone else who wants to speak on this item? All right. So, this is -- this is an ordinance but not an emergency ordinance. So it will come back next week for second reading. I want to thank you all for a great presentation. Wish you well. Assuming that the council votes next week to support this, which I think we will, and I look forward to you successfully navigating the design review process with a really great building. Thank you. [gavel pounded].

Hales: Okay. Let's move on to the remaining two items this afternoon. 643.

Item 643.

Hales: Commissioner Fritz.

Fritz: Thank you mayor Hales. On February 18th the council voted to expand Portland parks and Recreation smoke and tobacco free policy across our entire park system. Policy goes into effect July 1st. Intent of the policy is to promote public health and protect our parks and natural areas and promote healthy behaviors in our park. Aligns with Portland parks and Recreations healthy parks, healthy Portland.

Hales: I don't sound very healthy, sorry.

Fritz: You have not been smoking, i'm pretty sure about that. Well intentioned, this ordinance -- well intentioned and I expect it will be successful. By and large Portlanders know what the rules are we comply with them. There is a concern that people in violation of the policy may be criminalized. Communities with higher rates of smoking and tobacco use may be disproportionately affected. So we are proposing an amendment to the policies enforcement strategy to ensure that those in violation are not criminalized. We are not changing the policy, we are amending the enforcement strategy. I have a revised substitute which I would like to move at this time.

Hales: Okay. Commissioner Fritz moves substitute language --

Fritz: The main change in the substitute language is to say that Portland parks and recreation staff who have the authority to enforce park rules will be enforcing them except that any person providing security services at pioneer courthouse square, director park or that portion of the south park block adjacent to Portland state university, may enforce the prohibition of tobacco and smoking in those parks only by the matter provided in the section.

Hales: Is there a second?

Novick: Second.

Hales: Roll call vote to put the amendment on the table.

Novick: Aye.

Fritz: This is -- keeps the rules as they are and allows the security at these locations to enforce according to this amendment should it pass. Aye.

Hales: Aye. [gavel pounded]

Hales: Okay.

Mike Abbate, Director, Portland, Parks and recreation: Thank you. Mr. Mayor, commissioners, Mike Abbate director of Portland parks and recreation, I'm joined by the assistant director and security manager Galina burley from the beginning, we have intended education to be our primary tool of enforcing this smoking policy, however, as it is currently written, still a possibility for patrons refusing to comply with the policy to be subject to a parks exclusion or harsher penalties. We expect education will get us to the best outcome and want to clarify that in this amendment today. Amendment specifies that a person in violation of the policy will not be subject to exclusion or to criminal enforcement, rather, any person violating the policy may be required to leave the park in which the offense occurred for the remainder of the day. Enforcement will only be administered by Portland parks and recreation staff who have the authority to enforce park

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rules with the amendment that commissioner Fritz just brought forward. You may be wondering about marijuana. Marijuana is different. New state statute legalizing marijuana specifically prohibits smoking marijuana in public, current policy of exclusions for infractions related to marijuana will remain in place. We believe this amendment clarifies the intent to focus on education as it relates to smoking in parks and responsive to concerns we heard from the community that the commissioner described. With that, please let me know if you have any questions.

Hales: Questions? Thank you, mike.

Abbate: Yeah.

Hales: Anyone want to speak on this item? Come on up.

Steven Entwistle: Good afternoon, almost 3:00. Steven Entwistle, member of individuals for justice and a founder of the healing man sanctuary, also whistleblower for the less fortunate. This ordinance is wrong, okay. This takes away rights from folks, okay. You don't just go take rights away from folks and then explain later why you did it. Okay. I don't know how to put this. We do not like this law. This law is -- I don't care how you try to force it in. And to say that marijuana is more dangerous product to begin with, you are looking at arguably a non-carcinogenic smoke versus a very carcinogenic smoke. And to give leeway to people who are smoking the carcinogenic smoke is kind of intellectually dishonest on a medical platform. Also, this will disproportionately affect poor, homeless folks, people of color, regardless of how you're trying to make it sound good. Because I'll tell you what. You got everything in place with this. The law is already in place. Okay. You've already taken away the rights from folks. They don't even realize this until July 1st and then they will realize it. There will be a lot of people that are going to be against this. They're going to be protesting against this. And I will be one of the protesters that will help protest against this. Because this is wrong. When it comes to poor folks, you always talk about how you want to go slow. Go move slow. Move slow on this. Move slow on that. Move slow on this when it comes to helping the poor. When it comes to slamming the poor under the bus, man, let's throw those fastballs under there and let's not even let the public have a hearing. You know. I mean, that's ridiculous to me. And to take away the right from folks at the same time is wrong. Regardless of smoke, regardless of marijuana, all of that, this is just a wrong, wrong deal. Okay. We will not support this. We will never support this. This is something that should never -- you should wait a couple of years and see whether it is really needed on this. If you really want to be intellectually honest about this. You need to slow down. This is too much. Okay. There is going to be people that are already just going to slam heads against park rangers -- by the way, are they allowed to smoke also, as well as the golf courses? Are they allowed to have their way because of the money, because they have influence because they agree to gentrification? Thank you.

Hales: Anyone else. This comes back on second reading next week. [gavel pounded]

Hales: Thank you. Item 644.

Item 644.

Hales: Roll call. Second reading.

Novick: Just wanted to note when you look at the map of heritage trees citywide, there aren't very many of them east of 82nd. Encourage anybody watching who knows of a great tree east of 82nd, remember it is a nominating process and let's get some of those designated. Aye.

Fritz: Thank you for your support of the previous motion and also this one, colleagues. Heritage tree program is still going. We are focusing most of our resources on the tree code implementation. And I appreciate your support on that, too. Parks and recreation has a lot on our plate right now and I very much appreciate director Abbate and our team who

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were here for the previous item. Everybody is working really hard and doing good work.
Aye.

Hales: Aye. [gavel pounded] we are recessed until tomorrow at 2:00.

At 3:03 p.m. Council recessed.

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Closed Caption File of Portland City Council Meeting

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

Key: ***** means unidentified speaker.

JUNE 18, 2015 2:00 PM

Hales: Welcome to the June 18 meeting of Portland city council. Before the clerk calls the roll I want to announce there will be a council member who is planning to participate by telephone in this meeting and therefore need to make these announcements that pursuant to Portland city code 3.02.025, commissioner Saltzman is participated by telephone. He's out of town. Other council members are hereby informed of that. Any council members physically present have any objection to commissioner Saltzman participating by telephone please say so.

Fish: Reserving my objection.

Hales: Hearing no objections yet, commissioner Saltzman, we're glad you're with us telephonically. Call the roll, please. [roll call taken]

Hales: Good afternoon. Let's take -- do you want to take these together or do them one at a time?

Andrew Scott, Director, City Budget Office: Go through them in order.

Hales: 645 first. We have to conduct a hearing.

Item 645.

Hales: This is a hearing on the city's proposed use of state shared revenue. I'll turn it over to Andrew Scott, our budget director.

Scott: Mayor, statement for the record, do you have --

Hales: I don't. That's why I was turning it over to you. [laughter] unless I have it here -- I don't think I have the script. Thank you. I'll use this. This hearing is being held by the city council of Portland, Oregon, in compliance with the provisions of state revenue sharing regulations RS 221.770. Purpose of the hearing to allow citizens to comment on proposed use of funds in conjunction with the annual budget process. As proposed by council adoption the fiscal year 2015-16 budgets anticipates receipts of \$16,115,255 from state revenue sharing under rs221.770. As has been the case in prior years it's proposed it be allocated in equal parts to support fire prevention and police patrol services. Is there anyone who wishes to be heard? Seeing none I will close the hearing on discussion of proposed use of state revenue sharing. And then move on to 646. Right? We don't have to adopt that yet.

Scott: Yes. Resolution.

Hales: 646, resolution. Could you read that, please?

Item 646.

Hales: This is the resolution to verify that we are following state law and using state shared revenues in the prescribed manner.

Fish: Has trust in the pipeline becomes so fragile that we have to certify that we provide services to the community?

Hales: Apparently. We don't know if there has been fast and loose playing with state shared revenues, but not here, certainly not now. We're certifying we're doing it right. Anyone want to speak on the resolution? Roll call to adopt resolution, please.

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

Novick: I note that we are certifying that we provide street construction maintenance and lighting and although it is true I want to apologize for the fact that we don't provide nearly enough. Aye.

Fritz: Aye.

Hales: Aye. Now we're going to consider the ordinance which allows us to accept the state shared revenue. So I'll open the hearing on the ordinance. Is there anyone that wants to speak on that item?

Moore-Love: Shall I read the title first?

Hales: Yes. Sorry, read the title.

Item 647.

Hales: Any further explanation, Andrew?

Scott: No. This is the third and final action.

Hales: We will take the money. Anyone want to speak on this item? Seeing none we will take a roll call vote on the emergency ordinance to accept our state revenue sharing dollars.

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

Fritz: This ordinance makes the city eligible for an estimated 16,115,255 in cigarette and liquor taxes for 15-16. I wish we had more of it. Aye.

Hales: Soon to be accompanied by marijuana taxes. Aye. 648.

Item 648.

Hales: Explain this one.

Scott: Yes, thank you for those introductory items. It's always amusing as commissioner Fish mentioned lack of trust from the state. Now we have 16 million we'll move on to the \$3.6 billion budget. What this item -- before we get to the adopted budget this approves a fund statement of purpose. This is a technical ordinance resulting from an audit from a couple of years ago. As part of that audit the auditor went back into the historical records and noted for a number of city funds we didn't have a statement of purpose on the books that had been formally adopted by council. They recommended that we come back and clean that up. What this ordinance does is it notes for every city fund that we have who the managing agency is, what the purpose of the fund is, the major sources of revenue, any contingency and reserve requirements that the fund may have, finally the disposition of the funds if it were closed. That's an important thing as you know. Say when the campaign finance fund is closed we have to dispose of those fund as well so we want that on the books. With that we also want to note there's an amendment we would like to bring forward after filing this. We realized there were a few errors throughout the city attorney's office recommended that we file a substitute to correct those. There was nothing substantive in the substitute.

Fish: So moved.

Fritz: Second.

Hales: Any discussion about the amendment? Roll call to adopt the amendment.

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

Hales: Aye. Amendment adopted. Anything further?

Scott: Not unless you have a question.

Hales: Anyone want to speak on this item? Roll call on the emergency ordinance.

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

Hales: Aye. Now 649.

Item 649.

Hales: This is our final formal action on a budget that we have all put a lot of work into. Thank the council and the team both in Andrew Scott's shop and in all city bureaus and

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our own staffs in city hall for really a successful process. Really appreciate the good work all around. It's been satisfying process just being out in the communities talking about what we have done in this budget. Get a lot of affirmation and smiles for how we're using the resources that we have been blessed with having more of this year. Good process. Anyone want to speak in this last window of opportunity on the council's deliberations on the ordinance?

Scott: I'll just note, mayor, two very quick changes in this adopted budget from the approved from the general fund side there is --

Fish: I asked you not to mention this. [laughter]

Scott: 100,000 carryover for the PBS Concordia early childhood learning center we carried that over. What happens today in the adopted budget is we actually prorate it so that \$500,000 total which will be going in 15-16 to that project. Then a very small current appropriation level adjustment in the all hands raised. We tried that up to what was noted in the contract. There are other technical adjustments in bureaus and i'm happy to answer questions about anything in the change memo. Last thing I will note, the adopted budget adds 38.6 positions, 34 in the bureau of development services, positions council approved in the spring, now we're making sure they are in the adopted final budget so they continue moving forward. The rest are just small changes, mostly technical.

Fritz: This is an amendment to the budget note regarding bureaus of development services and the Portland Housing bureau working together. Proposing to delete the note titled rental inspection surcharge. It's an entirety and in place one titled rental inspection fee. Council directs the housing bureau and bureau of developmental services to work together to develop recommendations regarding the feasibility of a rental inspection fee to support current enhanced rental inspections program including enhanced model of rental inspections and increased landlord and tenant education and outreach. Bureaus will present a recommendation for considering by January 2016.

Fish: Is the intent of this to capture the broader spirit of the quality rental work group recommendation?

Fritz: Yes, it has commissioner Saltzman's approval.

Fish: Second.

Hales: Further discussion. Roll call.

Fish: Thank you for bringing this forward. The quality rental work group recommendations have been collecting a little bits of moss. It's time to act on them. Aye.

Saltzman: Thank you commissioner Fritz for working with our office and making this something that our two bureaus will take a first look at. Aye

Novick: Aye.

Fritz: Thanks. Yes, i'm quite excited about working with development services and the housing bureau to see if we can implement the results of the good work that commissioner Fish and others did during the recession. Aye.

Hales: I have been hearing more and more strident concern from the east precinct police bureau about the need for improved inspections and the number of derelict houses just in that part of the city. This is a good idea. Aye. Any other discussion? Anyone want to speak? None? Then it's time to take a roll call on 649.

Fish: Mayor, couple weeks ago we all had a chance to give flowery speeches so I will refer to my earlier remarks and close by again thanking my colleagues for collaborative process, thanking two departing bureau directors David Shaff and Jim Haggerman for their great service and work on the budget. Thank the bureau advisory committees which in my two bureaus will be folded into a new Portland utility board. Thank our friends at the table from the budget advisory board, citizens who have been with us throughout this process. I want to thank the folks in my office particularly Sonja shimanski, Jim plaque wood, Liam

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frost and offing who has been working on the budget. I want to especially thank the council budget office. This is a work in progress, this independent council budget office. I was here when the relationship between the budget office and the council sometimes had hints of adversarialness because of the structure and the way it was set up. It has evolved to where I think the independent budget office is both independent of council and a great partner in doing our work. It's a pleasure to work with professionals, Andrew, under your charge and to work with you and your team. Thank you for your good work. Aye.

Saltzman: Well, I want to thank the mayor and all my colleagues on the council for careful work that's gone into this \$3 billion plus budget -- [audio not understandable] aye.

Novick: I just want to take a moment to talk in the big picture about what we spend taxpayers' money on. We taxpayers and rate payers. We have water environmental services fees. We have property taxes and business taxes for the general fund. The general fund overwhelmingly goes to police, fire, parks and some for housing. I'm very proud that this council is allocating more general funds to transportation adjusted for inflation than any council since 1985. 30 years ago. Transportation too is a basic service. There's a perception in some circles, although not as widespread in Portland, that government spends its money on other unimportant stuff. In the city of Portland we spend money on important stuff. Aye.

Fritz: Thank you for your leadership, mayor, and for the budget office for guiding us step by step, for the hundreds perhaps thousands of people who have participated in this process over the last 6 months, particularly staff and the bureaus who really help us scrub every single line of every single budget. Thanks to Mike Abbate and Paul Scarlet my directors, also to Dante James the office of equity and human rights and Amalia Alarcon Morris office of neighborhood involvement. Who somewhat similar to the city budget office although not structurally so do serve the whole city. Having Dante James at the table during budget discussions was a very good advancement in our process and something that I very much appreciated. Thanks to Tim Crail in my office who has put in an enormous amount of work on the budget. I'm very happy with the way we have prioritized spending additional resources the taxpayers have given us. It's not a surplus. We still have huge holes in parks, transportation, in housing and in emergency management. During the course of the recession it was very urgent that we cut strategically in a way that it hurt the least. Similarly, now that we have additional resources you need to be very careful to allocate them to the most urgent priorities. I believe we have done that with our 50% policy on one time money which means over 20 million is going to transportation and over 4 million to parks urgent maintenance infrastructure needs. I'm very grateful to the mayor for the \$2 million for youth activities for this summer. Already we have had over 600 youth sign up for free access to Matt Dishman community center over the course of the summer many of whom have not been able to access that facility before. So some cities would have added more police officers in the face of gang resurgence all over the country. Our mayor chose to invest in our youth who choose to do the right thing. There's a lot more that needs to be done on that but I appreciate the investment in the office of neighborhood involvement for leadership program, neighborhood small grants, for the youth commission and for connecting communities. This budget really does look at who are the most vulnerable communities and how are we going to best serve them. I'm very appreciative that we have been able to be careful with the resources that the taxpayers have given us and we'll continue to be good stewards of the taxpayers' money. Aye.

Hales: Thank you all again. I want to thank Gail Shibley, who has had the luxury some might say of having worked on three budgets here during her great service to the city. We have a lot of things to thank Gail for but one of them is having helped this council get through the biggest ever we think drop in the general fund budget and the biggest ever rise

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in the general fund budget all in the space of three years. Gail, thank you for this great public service as well as the rest of the work that you've done here. I think for all of us in my office over the last few days, I know with you, Amanda, it's been wonderful to see some of the things we have done in this budget already make a difference out. There I want to commend the parks bureau for moving so quickly to put this initiative into action even before the beginning of the fiscal year to correspond to the end of the school year last Friday. They really moved quickly to put the ideas on the table. Then to put them into action. Dishman Community center is full of young people right now because of what this council has done. Over the next year there will be a lot more of that stuff, commissioner novick that you talked about. Streets resurfaced, parks improved, some neighborhoods will be safer because the police bureau will have some resources and information at their disposal to do a better job and we'll have a lot of our kids using up their time in positive activities in ways that I think will make our city not only safer but healthier in lots of ways for years to come. Thanks all around for an excellent effort and a good budget. Aye. Now you have to pay for it. 650.

Item 650.

Hales: Andrew, anything to add to this item? Anyone want to speak on this item? If there's no further discussion roll call vote, please.

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

Fritz: I always like it when there's another ordinance to vote on a similar subject. I can add things I forgot in the first one. The mayor and I had a discussion on resolutions northwest funding and we're planning to bring back funding for that in the fall bump. It got left out of this budget but we certainly appreciate the restorative justice program. Again, getting upstream of some of the challenges in our neighborhoods. I do need to note that we have another big discussion coming up in parks – two big discussions in parks. One regarding our seasonal and part-time workers and how they are compensated in relation to bargaining unit employees, the other on the \$15 an hour issue. Both of those are our big challenges. We're levying the taxes in this ordinance for next year. We have to be very strategic next year in figuring out how to provide the resources that are necessary to be fair to all of our workers. We're waiting to see what the legislature does in terms of minimum wage. There's a lot more work still to do and i'm excited to be on the council and continue to do it. Aye.

Hales: Thank you for this point. Again, we'll be happy I believe when we get back to our financial management in the fall to see both that this generally stable and improving condition persists but also we'll continue to be happy that we adopted your financial policy change that we make sure when we do have improved resources we do what we did in this budget and put a lot of it into basic services and infrastructure. That's a great policy not for just one or two budgets but year after year, quarter after quarter when we get a chance to keep putting that investment back where it needs to place in places where it's been deferred. Thank you for that. Aye.

Hales: and we have one more item which we're five minutes ahead of time on so we'll take a brief break. Thank you, Andrew, and your team for great work. Look forward to a little break from the budget then more to come. Good work, everybody. Juneteenth

Recessed at 2:25 p.m.

Reconvened at 2:33p.m.

Hales: We're back and ready for item 651. Commissioner Novick has a proclamation. And we have some guests here. Please.

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Item 651.

Novick: I'll begin with reading the proclamation. Whereas Juneteenth is widely recognized as the oldest nationally celebrated commemoration of the abolition of slavery in the United States. Whereas President Lincoln issued the 1863 emancipation proclamation proclaiming all persons held as slaves are as hence forward free. And whereas on June 19, 1865, the last 250,000 people enslaved in the so-called confederacy were freed in Galveston, Texas. In 1945 people first began celebrating Juneteenth at the Vanport Kaiser shipyard. To teach our coworkers achievements of the African-American diaspora. In 1972 Ora lee green and Clara peoples organized the first Juneteenth parade in Portland creating and annul beloved tradition in Portland. Whereas the spirit of Juneteenth should be honored by spending time with family, friends and neighbors of every race, color, creed and age, a time for celebrations including barbeques, music and a parade for a whole community to enjoy. Whereas Desmond tutu wisely said my humanity is bound up in yours for we can only be human together. Whereas Juneteenth will be celebrated on Saturday, June 20, 2013, coinciding with the 150th anniversary. I, Charlie Hales, mayor of the city of Portland, Oregon, do hereby proclaim June 19, 2015, to be Juneteenth and encourage all residents to observe this day. I want to say while Lincoln's reading of the emancipation proclamation is a milestone in the terrible saga of slavery in the United States, June 19, 1865 marked the true end of slavery when union soldiers made it to Galveston, Texas, and freed the last enslaved Americans. We're lucky here in Portland to be able to claim Clara peoples as a Portlander. She brought the Juneteenth celebration to Portland in 1942 and in 2010 was named the mother of Juneteenth by the national Juneteenth observance foundation. We're also grateful for Portlanders Ora Lee Green and Doris Rush who respectively organized the first parade in 1972. She remained chair carrying on Clara's tradition. This year's 150th anniversary of the day the union soldiers arrived in Galveston. I would encourage everyone to head out Saturday for the parade starting at 11:00. Celebration at noon to watch the parade and participate in this important celebration. It's my honor to welcome Ora Lee green and Doris Rush.

Hales: Welcome. Nice to have you here. Tell us more about the significance of this day from your experience with being leaders in the movement to remember Juneteenth.

Doris Rush: Well, first we want to make sure that everyone has knowledge of the really important and very crucial part of our American history. There are so many things that aren't really learned about or that are taught in schools that we want to make sure that people are aware of. Mainly we want to convey the message that this celebration is about universal freedom, that we promote unity across all lines. So at the celebration you have toddlers, elders, every race, color, creed, and we invite everyone to come and participate. Not only do we want to educate, also we would like to make it fun and entertaining so we have great music, great vendors. Merchant vendors and retail -- human service vendors. It is something we're trying to build to the national level, which is a three-day event, which is celebrated pretty much across the country other than Portland. We're trying to make sure we get that to the level that it should be at. Also this event is a worldwide celebration not just national. Unfortunately slavery still exists in the world today, so we want to try to promote global unity so that everyone is free. So that's kind of our main mission. Do you want to add anything?

Ora Lee Green: No, not other than we just would like to see all of you all out enjoying that day. We want that to become not only local, city-wide, we want it to be really be national for everyone to come enjoy. We appreciate you letting us come and be a part of this particular thing and we certainly appreciate the mayor and all of you for giving us this wonderful opportunity.

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Hales: Thank you for keeping the tradition going and keeping people reminded about this important milestone. 150 years. That's a big one. Yet not so long in the history of the world that we shouldn't keep remembering.

Rush: Exactly.

Hales: We would love to take a photograph with the two of you if you would be willing to commemorate this day. Please come on up.

Hales: And we're adjourned.

At 2:40 p.m. Council adjourned.